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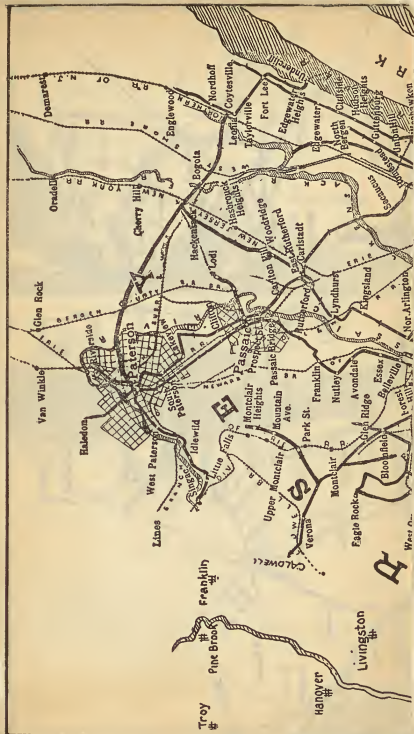
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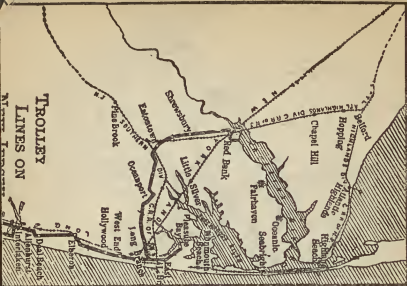
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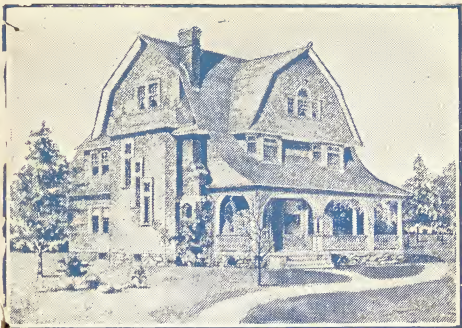
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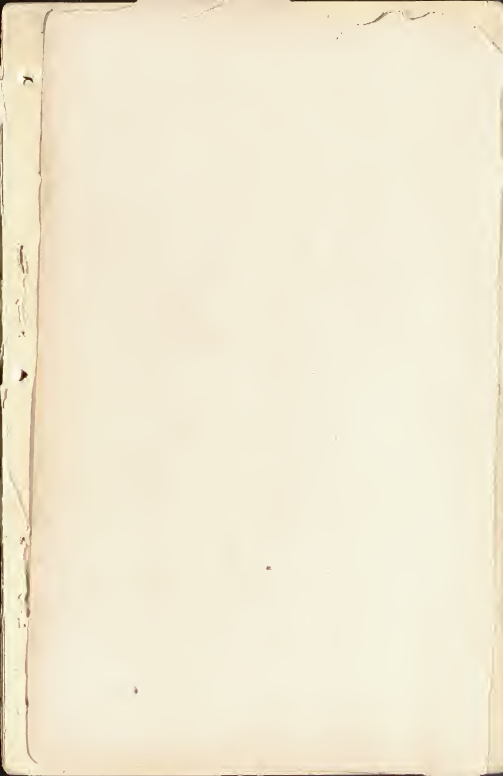
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## Why Written.



VERY simple set of circumstances brought this trolley book into being. Ever since trolley roads began to spread out into the country regions around New York this compiler has been traveling over them. All these explorations he has had to make himself. Routes poor and routes indifferent he had to journey over to pick out the pleasant ones. There is no need for this ground to be gone all over again by man or woman.

Trolleying has a thousand fascinations, and is the most inexpensive of sports. It can lead the explorer into a hundred and more pleasant places, and make him forget his cares. He has scenery, history, fresh air for his objects. And many a tired woman and child who cannot leave town in the summer, it is hoped, will be made more comfortable from what is in these pages.

To the average man and woman they are dedicated.

## Suggestions.



ONE thing must be impressed upon the Trolley Explorer, that no one trolley volume can be absolutely accurate on every point. Through cars run here where changing was necessary yesterday, transfers are given at this point now where extra fares were demanded before, or transfers have been stopped. New portions of lines may have been built, or certain old parts of roads have been given up.

Everywhere conductors and transfer agents should be questioned. The latest news about their routes and their connections these men have been posted upon. This cannot be too strongly insisted upon on the part of travelers by trolley. The routes given here are little more than suggestive. Quite possible better or additional ones can be figured out.

## In Acknowledgment

For photographs, descriptions, suggestions as to routes and historic details, the compiler is indebted to many people. He would most especially thank:

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S. C. STIVERS, Hoboken.

JAMES B. IRWIN, Elizabeth.



## Over New Jersey.



FOR long and delightful trolley rides over well peopled country sides, through varied suburbs, amid handsome residences, over meadows and plains, up into hills and mountains and regions of a wild grandeur that would never be looked for on the very edge of New York city, New Jersey holds the palm. There are literally weeks of trolley journeying, by many routes, upon the plain that extends to the base of the **Orange Mountains**, up around the hills of **Paterson**, in the valleys of the **Passaic** and the **Hackensack**, south through middle New Jersey out to **Plainfield** and **Bound Brook** and the very old **Amboys**, on the road to **Philadelphia**. Lowlands and hills bristle, too, with spots of historic interest, and views of scenic beauty are to be numbered by the hundred.

At **Newark** the start for practically all of these points must be made. At the junction of Broad and Market streets, **Newark**, cars may be taken for anywhere in New Jersey; even, by a round-about way, to **Englewood** and **Fort Lee** and **Bergen Point**. There are more direct routes than by way of **Newark**, however, to **Passaic** and **Paterson**, **Bergen Point**, **Hackensack** and **Englewood**.



SOUTH MOUNTAIN RESERVATION FROM NORTH END—ORANGE MOUNTAINS.

Though its maps make it seem a perplexing network of trolley rails, New Jersey disentangles itself to the tourist of an afternoon into a dozen distinct and separate fine trolley routes.

From **Newark** (by way of Cortlandt and Desbrosses or West Twenty-third Street ferries, with the choice of two lines, the "Plank Road" and the "Turnpike," both reaching the Broad and Market Street corner).

To **Elizabeth, Elizabethport** (connecting here with Staten Island by ferry), **Cranford, Westfield** (with a line along to **Rahway** and **Perth Amboy**), **Plainfield, Bound Brook** (here a connecting road along the **Raritan River** to **New Brunswick, Metuchen, South River, South Amboy** and **Keyport**), **Somerville** and **Raritan**. [ROUTE 1.]

To **Irvington** and **Milburn**, just this side of **Short Hills**, the entrance to the great South Mountain Reservation (Essex County Parks). [ROUTE 2.]

To **South Orange** and **West Orange** to the foot of the Orange Mountains. [ROUTE 3.]

To **Brick Church, Orange, West Orange, Llewellyn Park, Eagle Rock**. [ROUTE 4.]

To **Bloomfield, Glen Ridge, Montclair, Verona, Caldwell**, up in the mountains. [ROUTE 5.]

To **Belleville, Nutley, Franklin, Passaic, Paterson, Little Falls, Singac**. [ROUTE 6.]

To **Arlington, Rutherford, Hackensack**. [ROUTE 7.]

From Cortlandt, Desbrosses and West Twenty-third Street ferries :

To **Bergen Point**, a ferry connecting to **Port Richmond**, Staten Island. [ROUTE 8.]

From Christopher and Barclay Street ferries :

Across the **Hackensack Meadows** to **Secaucus, Rutherford, Passaic, Paterson, Little Falls, Singac**. [ROUTE 9.]

Along the old Bergen Turnpike to **Homestead, New Durham, Granton, Fairview, Ridgefield, Little Ferry**, [ROUTE 10.]

From Fourteenth Street ferry :

**Union Hill** car to **Fort Lee**. [ROUTE 11.]

From Forty-second Street ferry :

To **Fort Lee** and **Coytesville**. [ROUTE 12.]

From Edgewater (ferry foot of West One Hundred and Twenty fifth Street) :

To **Fort Lee, Leonia, Englewood, Hackensack** (line now extended to **Paterson**). [ROUTE 13.]

At the Cortlandt street ferry trolley tickets can be purchased into Newark (including the passage across the river) for ten cents. The trip averages about 50 minutes. On the car, upon the additional payment of two or three cents, transfers can be had from the Broad and Market street corner to anywhere within the **Newark** city bounds.

## ROUTE 1.

**South from Newark to Elizabeth, to Westfield, Sewaren, Perth Amboy, Plainfield, Bound Brook, New Brunswick, South River, South Amboy, Keyport, Somerville and Raritan. A six hour ride from New York to the furthest points.**

*Route now complete to Philadelphia, pages 17 and 85.*

As the Elizabeth car moves off from the Broad and Market street corner down Broad street southward the trolley explorer must not fail to catch a glimpse, fleeting as it may be, of two of the most historic and interesting points in all New Jersey. Both are in Broad street, but two blocks south of where the car is boarded, one a quaint and ancient church to the left, the other a business building to the right, three doors below the corner of William street. The latter is the site of the old Presbyterian parsonage, Aaron Burr's birthplace; the former Newark's famous old First Presbyterian Church.

The plot of ground marked by the church is the spot, literally, where New Jersey began. Driven out of Connecticut by religious oppression a handful of Blue Presbyterian Yankees from the town of Milford settled here in 1666, upon the invitation of Sir George Carteret. New Jersey did not exist until they came. The town they founded on the edge of the meadow, **NEW ARK** according to one tradition, was for many a long year only this congregation. Cleverly did these free-men and burgesses manage. The church members made up the town meeting, and the pastor was by far the most important official.



**SOUTH ORANGE GOLF CLUB HOUSE—NEW JERSEY.**



THE HISTORIC OLD FIRST PRESBYTERIAN CHURCH,  
NEWARK, N. J., OVER A CENTURY OLD.

*Courtesy of Newark Evening News.*

The old burial ground yet remains, with railroad yards encroaching upon it. The edifice of to day is the second church (enlarged); its cornerstone laid in 1787. It was first worshipped in 111 years ago. Its early ministers all became very noted men. Abraham Pierson, its second pastor, was afterwards President of Yale College. Another of its divines, the Rev. Aaron Burr, father of Aaron Burr, the statesman, went from this pulpit to found Princeton College (in Elizabeth), later moving it to its present site. Dr. Edward Dorr Griffin became President of Williams and Dr. James Richards President of Auburn Theological Seminary.

If the traveler can spare the time it will be far better for him to explore for half an hour about the Broad and Market Street junction. Much more than half an hour, indeed, might be profitably spent. This is the old "Four Corners" of Newark, dating from the earliest days of the town. The old church and graveyard by them-

selves are worth more than a casual inspection, and there is much else to be seen. Down West Park Street, close to Broad, a block or so north of Market street, are the rooms of the New Jersey Historical Society, open to the public every day except Sunday.

Here are many extraordinary relics—the old Colonial grants from King Charles the Second to James, and from James to Carteret and Lord Berkeley, a portrait of Aaron Burr and another of Captain James Lawrence, Lawrence's hat and coat, and a marble bust of Pauline Bonaparte by Canova, to name but a few. A few blocks further on is the old Training Ground of the settlers, now Military Park.

Two blocks north of Market street along Broad is to be seen one of the strangest mechanical plants in all America. It is the old "Incline" that lifted canal boats up and down a hill, from one canal level to another. The canal is little operated now, just enough to hold its charter, yet the strange sight may occasionally be seen. The "Incline" is in full view, however.

It can be looked at from Broad street, standing on the bridge that goes over the canal here. The "Incline" is to the west. The lane of water ends in a steep roadway with grass growing upon it. At the top of this the canal proper commences again.

The boats are carried up and down this roadway in halves (each boat being made in two complete pieces) in a "cradle," a great wooden framework that dips down into the water, clutches half of the boat, and lifts it out into the air. Turbine wheels furnish the power, and there are two "cradles," one going up while the other comes down.

To the east of the Broad street bridge the canal passes under the old market, a distance of three blocks. Here there is no tow path and the horses have to be left behind. It is a practical tunnel. The boat once inside is poled along or pushed with the hands against the stonework overhead.

It is seven miles run 'cross country into **Elizabeth**, 55 minutes' run, and the fare from **Newark** is 10 cents. The ride is an uninteresting one, but it is the only way to reach the district of Middle Jersey with its high ground unless a very roundabout course is taken—from **Jersey City** to **Bergen Point (Bayonne)**, across by ferry to **Port Richmond**, Staten Island, by trolley to **Howland Hook**, across on the ferry of **Arthur Kill** and thence two miles by trolley up to **Elizabeth's** centre. From New York, however, this is not at all a roundabout way. Its cost from **Jersey City** would be but 5 cents more (25 cents), and it would take even a little less time. (See **Route 57**.)

On the way to Elizabeth, while yet in Broad street, the site of the old Gouverneur Mansion is passed, where Washington Irving stayed with Archer Gifford and wrote his "Salmagundi."

The car also passes (20 minutes' journey away from Broad street corner), just as the meadows are reached, one of the new chain of Essex County parks, **Wequahic Reservation**. This especial park has had less done to it than the others of the system, but it is even now a fine pleasure ground. It will have a speedway and a lake when completed.

Elizabeth is one of the oldest of cities, brimful of Colonial and Revolutionary memories. Princeton College, as has been said, was founded here.



WALLACE HOUSE, SOMERVILLE, N.J., WASHINGTON'S HEADQUARTERS, 1778-1779.

Here began the historic King's Highway that ran to Philadelphia. The old First Presbyterian Church in Elizabeth is very nearly as old as is that of Newark, and the Episcopal Church, St. John's, dates back to 1706. Its burial ground has been famous for generations for the graves of notable New York families its few acres contain.

For Elizabeth was for many years a town of Colonial and early American fashion. Its traditions are the highest and the most romantic. It was from Elizabeth that George Washington embarked for New York on the occasion of his inauguration as president. The landing stage was at the foot of Elizabeth avenue, then Water street.

There are still standing of the great Colonial mansions, Abyssinia (at the corner of Elizabeth avenue and Fifth street), and Ursino. Abyssinia is now appropriately named, since it has fallen through the years until it has become a negro tenement house. But generations ago it was one of the great mansions of the country. Here came and built James Tharp Lawrence of Jamaica, West Indies, bringing with him his pack of hounds. There were famous days of fashion in the great mansion. Ursino (now owned by Senator John Kean) is likewise very old. It was formerly the property of the Livingston family, and John Jay stayed there. It was originally known as "Liberty Hall." Many alterations have been made in it, however. Revolutionary romances abound within its walls.

On leaving **Elizabeth** the meadows are behind, and the way leads into a country of fine trolley riding, gradually up into the hills until **Somerville** is passed, a region of pretty suburbs everywhere. From **Elizabeth** into **Plainfield** it is fourteen miles, and the fare is 15 cents. **Roselle, Cranford, Westfield and Scotch Plains** are the towns passed.

### TO RAHWAY AND PERTH AMBOY.

Before the little town of **Westfield** is reached, however, a cross country line joins the main road. This leaves the region that is now skirting the foothills of the Orange mountain chain, and stretches down to the shore, along the lower waters of the **Arthur Kill** that bounds Staten Island upon the west. It extends to **Perth Amboy**, twelve miles away, and touches **Sewaren** and **Boynton Beach** on the Kill.

This is a trolley line hardly known except by near-by residents, and yet it is a delightful trip. From **Westfield** to **Perth Amboy** takes 68 minutes and the fare is 15 cents. From New York the time would be a little over three hours, if all connections were made, and the fare would be 45 cents. This line leads to some very famous fishing grounds (**Sewaren**) and excellent bathing grounds at **Boynton Beach**. The line touches **Rahway**, and from **Perth Amboy** the ferry can be taken to **Tottenville**, Staten Island.

A train could be boarded from **Tottenville** to **Grant City**, Staten Island, and the rest of the journey made by trolley to **St. George**. There are no trolleys on the lower end of Staten Island yet.

Another alternative trip here is by way of **Metuchen, New Brunswick, Bound Brook** and **Plainfield** to **Westfield** from **Perth Amboy**. Or reverse from **Westfield**. See below.

From **Westfield** a free transfer is given on this road as far as **Rahway**.

**Rahway** is quaint in its older portions. It was known as **Spank-town** during the Revolution, and there was a scrimmage there. At **Perth Amboy** are still the remains of Revolutionary barracks. **Tottenville** has many famous old houses, and there is a local Revolutionary ghost of great repute.

It is difficult to imagine it, but **Perth Amboy** was once a rival of New York. There still meet here, holding their meetings once a year, the "New Jersey Society" that claim ownership over New Jersey.

*A bridge is now being constructed across the Raritan River, joining Perth Amboy and South Amboy, and trolley cars will run over it. This closes up perhaps the most important "break" in the electric car systems of Jersey, and will make possible much new excursioning. A fine trip hardly known to New Yorkers would be from Perth Amboy around by way of New Brunswick back to Perth Amboy, when this bridge is completed.*

### BACK ON THE MAIN LINE.

Few prettier residential towns are in existence than **Plainfield**. A spice of history adds itself to the town's modern charm, since it is known that on Washington Rock, between **Plainfield** and **Bound Brook**, Washington stood and watched the British encamped at **New Brunswick**. There is at least a two mile walk to the Rock from the nearest trolley point, however. By now hilly ground has been reached, and New York is far away. Any trips beyond this will need a long day for their accomplishment. There is much fascinating trolley territory beyond, nevertheless. The lines are given briefly:

To **Bound Brook** (main line) from **Plainfield** 46 minutes, 10 cents, 8 miles. To **Raritan** (further up in the hills) from **Bound Brook** 36 minutes, 5 cents, 6 miles, passing through **Somerville**.

### TO PHILADELPHIA—"FAST LINE."

At **New Brunswick** begins the new line, opened November 3, closing the "gap" to **Philadelphia**. The "Fast Line," which out in the country over a private right of way covers 23 miles in 1 hour and 15 minutes, runs to **Trenton**. From here there is a much improved service into **Camden** direct. For details, time and fares, see p. 85.

### RARITAN RIVER—RARITAN BAY.

The ride to **New Brunswick** from the hills to the west has been close to the beautiful **Raritan River**, through a most

beautiful country of villas and rural life. If time is no object this trolley land should most certainly be visited.

From **New Brunswick** the lines run out yet further eastward to the shore. One road has already reached **Keyport**, through **South River**, **South Amboy** and **Matawan**. The other bends to the north, stretching to **Metuchen** and thence to **Perth Amboy** (see **Perth Amboy** on page 16.) The first route can be covered in about two hours at a cost of some 30 cents, the second (into **Perth Amboy**) in a little over an hour for 20 cents.

A road is now building from **Keyport** to **Red Bank**, about 12 miles.

## ROUTE 2.

**To Irvington and Milburn, close to Short Hills, up on the ridge of the Orange Mountains.**

One advantage this short line (less than an hour in time from the Broad and Market street corner, **Newark**, and but 15 cents from New York) possesses—it whirls the traveler quickly up into the grandest region of the Orange Mountains, into a section, too,

that is rapidly becoming one of the most beautiful residentially—**Short Hills**. At the route's end, within a comparatively short walk, is **South Mountain Reservation**, on the ridge of South Mountain, the finest of the chain of new New Jersey parks, a region utterly wild, primeval and returned to nature, full of small game and with the last of the hunting lodges that wealthy New Yorkers have occupied for generations now cleared away. In all the land on the outskirts of New York there is nothing like this.



CONNECTICUT FARMS PRESBYTERIAN CHURCH  
AT SPRINGFIELD, N. J.

*Courtesy of Newark Evening News.*



The man or woman who can walk will find a pilgrimage to **Union** in the valley to the south no bad journey for a summer afternoon. Leave this trolley car at **Maplewood**. It is two miles to this old settlement that during the Revolution was known as Connecticut Farms. The story told here is of the old church that is still standing and its fighting parson, James Caldwell. When the British approached, Parson Caldwell was in the front ranks. The wadding for the charges gave out, and the dominie hurried into the church. He returned loaded down with hymn books. "Give 'em Watts, boys, give 'em Watts!" he called, and he tore the hymn book leaves into shreds that the muskets might be loaded.

Close at hand is a tavern Washington is said to have stopped at, the "Old Meeker Inn."

**South Mountain Reservation** can also be entered by way of **Wyoming**, the town just beyond **Maplewood**, but the climb is too steep here.



EAGLE ROCK, NEAR WEST ORANGE, N. J.

### ROUTE 3.

**To South Orange and West Orange, Maplewood, connecting with line to Mountain Station and West Orange.**

A ride of 5 miles through pleasant residential sections of **Newark** and **Orange** (fare 5 cents from Broad and Market streets), passing through **Vailsburg**. Between **South Orange** and **Vailsburg** is the famous Seton Hall. At **South Orange**, a connecting route skirts the mountain side at the end of the valley in a wonderfully fine run of 4 miles to **Mountain Station**, **Highland Avenue** and **West Orange** (5 cents additional). At this latter point there is a free stage transfer into **Orange**. At **Highland Avenue** another car may be taken to **Eagle Rock**. From **South Orange**, where a roadway leads up into **South Mountain Reservation**, the main line extends at the mountain's foot, in the opposite direction (southwest) into **Maplewood**.

### ROUTE 4.

**To Brick Church, Orange, West Orange, Llewellyn Park, Eagle Rock.**

**Eagle Rock**, the terminus of this 7 mile 5 cent line from Broad and Market streets, **Newark**, is the second in importance of the great Jersey parks that were only started four years ago, and even now are not quite complete. **Eagle Rock Reservation** is somewhat smaller than **South Mountain Reservation**, but is of the same general character, wild, beautiful, still nature's own. From the top of this height a superb view of New York City, twenty miles away, is to be had. A parkway connects the two reservations. This is the first of what is hoped will be an admirable system of grand driveways over all of Essex County.

The trolley line goes only to the foot of **Eagle Rock**, but the walk to the top is only about a mile. There is an electric car, too, that may be taken (fare five cents).

Though, out and back, this trip may be made in an hour, it takes in many points of note in these handsome suburbs. A better general view can scarcely be gotten of the **Oranges** than by this line, with its glimpses of noble villas and delightful streets.

The **Orange** towns touched on are **Roseville, Grove Street, East Orange, Brick Church, Orange, West Orange,** and **Llewellyn Park**, the latter a sort of miniature **Tuxedo**, where **Thomas A. Edison** lives, and just outside of which he has his workshop, on the **Valley Road**, along which the cars pass on their way to **Eagle Rock**.

## ROUTE 5.

**To Bloomfield, Glen Ridge, Montclair, Verona, Caldwell, up into the mountains.**

Through towns of no less charm than the **Oranges** the electric road to **Caldwell** winds, ten miles from the **Market street** corner, a trip of an hour and ten minutes, at a cost of 15 cents. It is not a region of history, but a modern land of the best of residential towns. The upland commences almost before **Newark** is fairly left behind, and the heavy cars pass through the well known centres of **Watsessing, Bloomfield, Glen Ridge, Montclair** (with a branch line to **Montclair Heights** 3 miles further north, 8 cents from **Newark**), **Verona, Hillcrest** and **Caldwell**.

By the time the upper levels are reached the full rural beauty of the route is apparent, and it is realized that the State has few finer trolley rides.

**Verona** boasts of one of New Jersey's finest sheets of water—**Verona Lake**. **Caldwell** has the honor of having been the birthplace of ex-President **Cleveland**.



THOMAS A. EDISON'S RESIDENCE, LLEWELLYN PARK, ORANGE, N. J.

## BRANCH BROOK PARK

Of the seven parks the **Essex County Park Commission** has laid out in and about **Newark** these past four years at a cost of \$4,000,000—**Branch Brook, East Side, West Side, Orange, Wequahic, South Mountain** and **Eagle Rock Reserva-**

tions—**Branch Brook** is one worth a special visit, just as **South Mountain Reservation** and **Eagle Rock Reservations** are. Since it lies in **Newark's** very heart, however, it is not mentioned in any of the routes here that lead out of the town.

Three lines reach it, all starting from the corner of Broad and Market streets. The Orange street car may be taken to its southern entrance, the Bloomfield avenue car to its centre, the **Forest Hill** car to Mt. Prospect avenue and Ballantine Parkway, from which point there is a walk of two blocks under maple trees to its northern division.

Though but 280 acres in extent **Branch Brook Park** is a fine stretch of ornamental and practical gardening. Its southern division contains a lake, a wading pool for children, a playfield of 15 to 16 acres, and an English formal garden. Throughout its northern division the ground is laid out in a plantation that will be grown into the form of a mimic, well trained wilderness. The park's lower end is in the centre of an artisans' quarter, but its upper section is in a handsome residential district.

## ROUTE 6.

**From Newark up in the Passaic Hills, through Belleville, Nutley, Franklin, Passaic into Paterson, and beyond to Little Falls and Singac.**

Two trolley roads lead to **Paterson**, one from **Newark**, the second from Christopher street ferry (see Route 9). That out of **Newark** takes an hour and a half to make the trip, travels 15 miles and makes a charge of 15 cents from Broad and Market streets to the **Paterson** City Hall.

Phil Kearney's birthplace still stands in **Newark**, a little less than a mile from the starting point. Any conductor can point it out, with its quaint, low eaves. General Kearney's daughter, Mme. D'Hautville, who resides abroad, continues to keep it up in memory of her father, though only a caretaker has lived there for many years.

Just above **Belleville**, the old Dutch section, the road passes some noted brown stone quarries. It goes through the active towns of **Nutley, Franklin, Acquackanonk, Passaic, Clifton** and **Lakeview**. At **Paterson** it makes connection with the cars for **Little Falls** and **Singac** (for notes on these and further details of **Paterson** see **Route 9**).

## **ROUTE 7.**

**Cross Country from Newark through Kearney, Arlington, Rutherford and Hackensack.**

For a ride for pleasure there is comparatively little of interest in this route, nor does it lead anywhere that cannot be better reached in some other way. It joins **Newark and Hackensack**



PASSAIC FALLS AT PATERSON, N. J.

through **Harrison, Kearney, Arlington and Hasbrouck Heights**, and the fares on the two lines to be taken amount to 20 cents. The distance is 17 miles, and the running time one hour and thirty minutes.

## **ROUTE 8.**

**Cortlandt, Desbrosses, and W. Twenty-third street ferries to Bergen Point, thence to Staten Island.**

This ten-mile journey to **Bergen Point**, the run taking just one hour, is one of the cheapest trolley rides about New York, its fare being but 5 cents. It connects with the boats over the ferry to

**Port Richmond.** A pleasant afternoon trip would be to take the Staten Island boat from the foot of Whitehall street, a trolley car to **Port Richmond**, and then this line back to New York. Its cost would be about 20 cents. The lower portion of the road leads through an attractive suburban section. By this line there is a good alternative route to lower New Jersey and Philadelphia. (See **Route 1**, page 15.)

## ROUTE 9.

From Christopher and Barclay street ferries over the meadows to Paterson, the "White Line Run," going through Schuetzen Park, Homestead, Secaucus, Carlstadt, East Rutherford, Passaic, Clifton, Lakeview, to Paterson, Little Falls and Singac.

In all trolleying annals within 30 miles of New York there is no more romantic and picturesque journey than this. It divides honors fairly with the tortuous progress up and down the cliffs at **Fort Lee**, with the glorious ride along the North Shore of Long Island Sound from **Rye** to **Greenwich**. For making this **Paterson** and **Singac** exploration 6 hours must be allowed from the New York side for the round trip, 3 hours each way, and it may take even longer than that.

The distance traveled from the **Hoboken** shore up into these hills is 28 miles, and the round trip costs 50 cents a person, plus ferriages. At not very much greater actual expense it is possible to trolley one way and come back from **Paterson** by train. An alternative return route is via **Passaic**, **Nutley**, **Belleville**, **Newark**, and thence to New York, also 25 cents. (See **Route 6**.)

This trolley journey presents in rapid succession every variety of scenery. The car travels for nearly half an hour through uninteresting **Hoboken** and **Jersey City Heights**. Suddenly, however, it makes a sharp turn. In an instant there is spread out before the traveler the valley of the **Hackensack** far below him. The car shoots down the straight, narrow turnpike on the cliff's side, a mile and more in length. Here, on the meadows, are **Homestead** and **Secaucus**. Then it moves across the flats, a journey of over four miles.

Along the higher ground beyond are the residential sections of

**Carlstadt** and **East Rutherford** (a car connecting with **Rutherford** proper, half a mile away). A little further on, and the line runs through the **Passaic** country, a beautiful land indeed. There is a fine highway and many charming vistas and scenes. Not a few of these centre about the old town of **Passaic**. Beyond this the cars leave the highway and travel through the fields, romantically, until the outskirts of **Paterson** come into view. There is a change of cars to be made in **Paterson**. The trolley explorer has now come 20 miles. But he should by no means leave out the final half hour of this journey, but should push on to **Little Falls** and **Singac**, a route of surprising scenic beauty, half an hour each way. (The extra time and the extra expense are allowed for in the figures given above.)

Side trips of interest might also be made to some of **Paterson's** suburbs, to **Lakeview**, **Clifton** and **Lodi** (8 miles, 10 cents more); to **Haledon**, **Riverside** and **Totowa** (8 miles, 5 cents). Both of these lines are to be taken from the Paterson City Hall.

In Paterson the trolley visitor must not fail to see the Falls of the Passaic (the Passyack River in old times), which are nearly 100 feet high. Several sensational jumps have been made off them.

The watershed of the Passaic, a vast and valuable territory of water right, has a fascinating chapter of history all its own. Its possibilities, from a commercial standpoint, were seen more than a century ago, in the days of America's earliest development, by none other than the renowned Alexander Hamilton. Hamilton founded the "Society of Useful Manufacturers," incorporating this body by Act of Congress and giving it a perpetual charter, with complete control over this watershed. This historic corporation is now the East Jersey Water Company, and it has disposed of a portion of its old water rights for an aggregate sum of millions. Under this charter of Hamilton's Paterson very early started her career as a manufacturing city, her silk mills being her first industries.

This summer it is possible to make an interesting "round trip" in **Paterson** touring. Take this route one way and **Route 13**, just now extended to Paterson, the other. **Route 13's** terminus is opposite 130th street, Manhattan. Its cars can be met by taking cars **Route 11**, changing at **Fort Lee**.

A line is planned from **Paterson** up to **Sufferns**.

## ROUTE 10.

Over the Bergen Turnpike from Christopher and Barclay street ferries to Ridgfield and Little Ferry.

This line runs over the old Hackensack (Bergen) Turnpike, and because of legal complications is still incomplete, though it was to

have been finished last summer. It runs now but a little ways beyond Ridgefield. It will eventually go to **Hackensack** and **Cherry Hill**. It passes through **New Durham**, **Grantton**, **Fair View** and will cross **Overpeck Creek**.

Between **Fair View** and Ridgefield there are yet standing, along this line, some interesting old-fashioned English houses.

## ROUTE 11.

**From Fourteenth street ferry to Fort Lee.**



OLD PRESBYTERIAN CHURCH,  
ELIZABETH, N. J.

*Courtesy of Elizabeth Journal.*

Take the **Union Hill** car from Fourteenth street ferry (5 cents), changing at Fourth street and Broadway to the **Fort Lee** car (10 cents additional).

The excuse of this route, not especially attractive to travel over in itself, is that it offers four interesting sights for the trolley tourist. **Fort Lee** may be far more conveniently reached by way of the Forty-second street ferry (**See Route 12**). But along this Hoboken shore there are several points not to be missed.

The first two of these lie close together—**Castle Point**, the residence of the famous Stevens family, engineers and fashionables of New York for generations; and the great Stevens Institute, one of America's foremost scientific schools. Castle Point may be readily seen from the river, from any of the up-town ferry boats, the one distinctive object on the Jersey shore, perched commandingly and grandly on a bluff at the water's edge. The Stevens Institute is close to the Castle.

These should be visited, to be exact, before the Union Hill car is taken. At the Fourteenth street ferry board a Washington street car. This car goes around to the Jersey landing of the



Barclay and Christopher street ferries, and either of these ferries could be taken to reach these buildings. They lie half way between the two ferries. Any conductor can indicate the cross street at which to stop,

Returning to the Fourteenth street ferry and taking the **Union Hill** car the traveler should get off at **Highwood Park**. A short distance from the highway upon which the cars run is the historic



RAHWAY RIVER, SOUTH MOUNTAIN RESERVATION, ORANGE MOUNTAINS, N. J.

monument to Alexander Hamilton, killed on this spot a century ago in his duel with Aaron Burr. All this high ground is **Weehawken Heights**; **Guttenberg** lies just to the north of it. A walk to the edge of the cliff at Highwood Park will disclose a magnificent view of the river and of New York City. The castle-like structure built partially down the cliff is the studio of Karl Bitter, the sculptor. Just beyond this is a stairway by which the Forty-second street ferry can be reached, in 10 minutes' walk.

**ROUTE 12.**

**From Forty-second street ferry (Weehawken) to Fort Lee and Coytesville.**

The interest of this road is that in its seven and a half mile run from **Weehawken** it takes the trolley explorer into a wild region at its northern end—at **Coytesville**. Between **Fort Lee** and **Coytesville** there is fine trolleying. Fare from **Weehawken** 15 cents.

**ROUTE 13.**

**From Edgewater (by ferry foot of West 130th street) to Fort Lee, Leonia, Englewood, Bogota, Hackensack; through to Paterson, new this year.**

For the city dweller nowhere is the change to the wildness of the country more rapid and complete than on the Palisades opposite West 130th street, New York City, and north and west through Bergen County, N. J. The 125th street Crosstown and the Boulevard cars run direct to the New York ferry terminal, and from the New Jersey ferry terminal at **Edgewater** electric cars run up the face of the **Palisades**, past the interesting "**Horseshoe Curve**" into and through **The Park on the Palisades**.

From the **Palisades** at **Edgewater** and **Fort Lee** (1½ miles further north) can be had some of the finest views about New York. The Hudson River valley is directly below. Further west, on descending the western slope of the Palisades before **Leonia** is reached, the outlook is even more expansive, comprising the valleys of **Overpeck Creek** and **Hackensack River**, with the **Ramapo Mountains** beyond. The natural beauties of the Phelps Estate Park on the **Teaneck Ridge** are well known, and this district has many opportunities for the naturalist.

At **Leonia** the line branches, one division running north to **Englewood**, where there are many handsome country seats. (Edgewater to Englewood, 7 miles, 10 cents, 40 minutes.) West of **Leonia** the line runs through **Teaneck** to **Hackensack** and **Maywood** (Edgewater to Hackensack, 7½ miles, 10 cents, 40 minutes) and to **Paterson** (14½ miles, 15 cents to City Line, 5 cents more to the City Hall). Transfers to any part of **Paterson** and **Passaic**. See **Route 9**.

The Palisades bluff at Fort Lee is the site of the revolutionary fort. It was at this point that Washington, having crossed his Continentals from New York City, marched them over the hills to Pompton and Morristown.

Hackensack is one of the oldest towns in the neighborhood of New York, having been founded in 1640 by the Dutch and named after the Hackensack Indians.

# Trolley Lines of the Jersey Coast.

## ROUTE 14.

**Red Bank to Shrewsbury, Eatontown, Oceanport, Pleasure Bay, Long Branch, West End, Hollywood, Elberon, Deal Beach, Allenhurst, Interlaken, Asbury Park, Ocean Grove, Bradley Beach, Avon and Belmar.**

Though trolley connection with New York as regards the Jersey sea coast is still far from being complete, a gap existing between **Keyport** and **Red Bank**, the summer resorts along this shore

*See page 18.*



PALISADES, NEAR FORT LEE, N. J.

have a highly successful trolley service of their own, stretching from **Red Bank** to **Belmar**, a 20 mile extent of electric rails. It takes nearly two hours to make the full trip, a pretty and varied one, skirting all the colonies at their most interesting points, passing the big hotels and traversing a well built up sea side. The total fare (**Red Bank** to **Belmar**) is 35 cents.

The **Red Bank** line, going through **Shrewsbury**, **Eaton-town** and **Oceanport**, comes out on the coast at **East Long Branch**. The strictly coast line begins at **Pleasure Bay**, on an inlet of the **Shrewsbury River**, and runs through **East Long Branch**, **Long Branch**, **West End**, **Hollywood**, **Elberon**, **Deal Beach**, **Allenhurst**, **Interlaken**, **Asbury Park** and **Ocean Grove**. A continuing line runs to **Bradley Beach**, **Avon** and **Belmar** from **Asbury Park**.

*Through Route Philadelphia, pages 17 and 85.*



QUADRIGA ON SOLDIERS' AND SAILORS' ARCH, BROOKLYN.

# The Long Island Field.



**E**XCEPT for the lines that reach out from populous South Brooklyn, the Park Slope and Flatbush, in gleaming parallel rails, for the great system of ocean beaches and shore front—**Fort Hamilton, Bath Beach, Coney Island, Manhattan Beach, Brighton Beach, Bergen Beach, Canarsie,** and for those that run northward to the smaller rivals of these resorts—**Bowery Bay and North Beach,** on the Sound—Long Island has still few suburban trolleys—small additions.

Much of note is under way and planned, none the less, and to be told. **Jamaica**, 5 miles beyond the old Brooklyn boundaries, is within the trolley circle, and a line runs out 4 miles further—into **Queens. Flushing** can be approached from Long Island City and Brooklyn in three distinct ways. From **Flushing** there is, too, a road to **College Point**. Over the Island's backbone, to the north and south of **Jamaica**, from **Flushing** to **Far Rockaway**, a cross country trolley is in operation, 16¼ miles of rails, connecting to **Rockaway Park**. This year the **Mineola-Hempstead-Freeport** trolley line is in full operation, a spur from it extending nearly to **Queens**. Stages connect with cars at **Queens (Route 31)**. This road is to be extended along the south shore into Brooklyn through **Rockville Centre, Valley Stream**, etc. Another branch of it will run along the **Jericho Turnpike** from **Mineola** into **Queens**. From **Mineola** a trolley line is to be built to **Port Washington** through **Roslyn**.

There is an abundant field for short journeys to the beaches, trips that may be made in an hour or little more (the time figured from the New York end of the Brooklyn Bridge), and longer tours out in the still open country that lies around **Jamaica**.

Nominally, the most of Long Island trolley trips have their starting point at the New York end of the Bridge, the foot of Broadway, Brooklyn, or Long Island City. Some lines, however, start from Fifth avenue and Thirty-sixth street, or Third avenue and Sixty-fifth street, both reached by Brooklyn Elevated (Fifth avenue line), over the Bridge, 24 minutes and 41 minutes from the New York end of the Bridge, respectively. To the beaches through cars are run from the Bridge and the ferries throughout the Summer.

The routes to **Coney Island, Fort Hamilton, Bath, Bergen, Manhattan and Brighton Beaches and Canarsie**, take the trolley traveler through a land some 7 miles square that ten years ago was sleepy farm land, dotted with tiny villages, but now has risen into rapidly growing suburbs full of life. From **Prospect Park and Greenwood Cemetery**, 7 miles from the ocean shore, the actual city has crept very nearly half way down. All



MARKET WAGONS ON THE MERRICK ROAD NEAR JAMAICA.

this flat and level plain is historic, though few landmarks now remain. In this vicinity were the first Dutch settlements of Brooklyn. To a greater degree than any other district about here **Flatlands** has kept up her primitive life. Yet this is fast going.

Separated from the maze of connecting lines that but join and patch the great system together the most interesting of the through trolley routes of Long Island are:

## ROUTE 15.

**To Fort Hamilton from Third avenue  
and Sixty-fifth street, through Bay Ridge.**

This starting point is to be reached, as stated above, also from Hamilton Avenue Ferry (Whitehall street, New York), and by connecting trolley cars over the Bridge. A 5-cent fare. One of the

prettiest of the shorter runs. The way leads through **Bay Ridge**, down Third avenue, shaded by superb old trees. There are fine views of New York Bay and the **Narrows**. **Fort Hamilton**, the terminus, is  $8\frac{1}{2}$  miles from New York City Hall.

The old Fort is one of the most interesting of American fortifications. It is a somewhat ancient stone fortress, strengthened with modern earthworks. Its military reservation contains 96 acres. Opposite it, out in the Lower Bay, is **Fort Lafayette**, used for political prisoners during the Civil War; of late years a place for storing explosives.

## ROUTE 16.

To Coney Island from Second avenue and Thirty-ninth street, by way of Bath Beach, Bensonhurst and Ulmer Park.

Over perhaps the most delightfully built-up section of Brooklyn's suburbs, the car passes through **Dyker Meadow**, **Bath Beach** and **Bensonhurst**. At **Ulmer Park (Unionville)** there is one of the most extensive of metropolitan summer resorts. This is another 5-cent ride from New York, and may also be reached by way of Thirty-ninth Street ferry (Whitehall street, New York) ferriage extra, 5 cents.



KING MANOR, JAMAICA.

*NOTE.*—In taking these Long Island routes the trolley traveler should remember that there are frequently many and diverse ways of reaching the starting points given here. He can best learn just what these are, in each case, by making careful inquiries of conductors and transfer agents. Many a 5-cent piece can be saved in this way. This is the case in all trolley riding, but especially in the heart of Brooklyn, where the lines are many and criss-cross constantly. It should also be remembered that the Brooklyn Elevated railroads are invaluable for reaching the suburbs quickly, and, in many instances, transfers are issued and there is no extra fare to pay.

### **ROUTE 17.**

**To Coney Island from Third avenue and Sixty-fifth street, through Kings Highway and Gravesend.**

The old "Sea Beach" line, 51 minutes from New York City Hall. A 10-cent fare. The open country until **Kings Highway** is reached. The line passes through **Gravesend**, of historic note.

Gravesend was established by charter from the original Dutch settlers to Lady Dorothy Moody and her followers, in 1632.

### **ROUTE 18.**

**To Coney Island from Fifth avenue and Thirty-sixth street, via Parkville, Kings Highway, Brooklyn Jockey Club and Gravesend.**

Another good Coney Island route, the old "Culver" road, 48 minutes from New York, and a 10-cent fare, passing over **Parkville**, the **Kings Highway**, **Brooklyn Jockey Club** and **Gravesend**. Through service from New York.

*See note between Routes 16 and 17.*



## ROUTE 19.

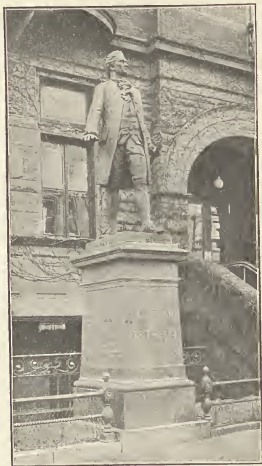
To Coney Island from Fifth avenue and Thirty-sixth street. This route goes through Blythebourne, Borough Park, Homewood, Van Pelt Manor, (New Utrecht), Bath Beach and Ulmer Park.

Chiefly interesting from its path through many of Brooklyn's new suburbs, **Blythebourne, Borough Park, Homewood, Lefferts Park, Van Pelt Manor.** This region is the



THE EQUESTRIAN STATUE OF GENERAL GRANT, BROOKLYN.

heart of the old **New Utrecht** farming plain, until of recent years one great market garden. **New Utrecht** is almost as interesting historically as is Gravesend



STATUE OF ALEXANDER HAMILTON, BROOKLYN

It figured in the Battle of Long Island, and until within late years has had within its bounds many dwellings of the early Dutch. Few of the old farm houses, of great architectural importance as early American types, now remain, unfortunately.

Through service from New York end of Bridge, Fifth avenue Elevated. Fare 10 cents, to **Ulmer Park** 5 cents. Time 47 minutes.

## **ROUTE 20.**

**To Coney Island from Flatbush, through Flatlands and South Greenfield, past the Coney Island Jockey Club into Sheepshead Bay, West End and Sea Gate. From Sheepshead Bay a walk of a half mile to Manhattan Beach.**

A trolley ride (10 cents fare) of great picturesqueness and interest. Its starting point is reached by the Ocean avenue cars from the foot of Broadway, Brooklyn. The villa section of **Flatbush**, newly rebuilt, can be seen pleasingly from the car windows. From **Flatbush** old **Flatlands** is entered, and the farming section of **South Greenfield**. 54 minutes from the Broadway ferry the **Coney Island Jockey Club** is reached. From **Sheepshead Bay** the traveler may leave the car and walk across a foot bridge over **Coney Island Creek**, a distance of one half mile. The car skirts the Creek until the West End is approached, and then turns in upon **Coney Island**, running to its easterly point, **Sea Gate (Norton's Point)**, 13 miles from Broadway ferry, 73 minutes.

*NOTE—All the routes may be reached from the New York end of the Bridge or the Broadway Ferry. Inquire for transfers and changing points.*

## **ROUTE 21.**

**To Brighton Beach and Manhattan Beach from Prospect Park, by way of Flatbush and Sheepshead Bay.**

Practically a through electric railroad line running from the New York end of the Bridge and over the Fulton street elevated tracks, turning off at Franklin avenue and passing through **Flatbush** in a cut. Fare to **Sheepshead Bay** and **Brighton Beach**, 10 cents, **Manhattan Beach**, 15 cents. Could also be taken by Flatbush avenue trolley line and by Nostrand avenue line, changing to the route at **Prospect Park**, in the cut. Passes through **Sheepshead Bay**.

**ROUTE 22.**

**To Coney Island from Park Circle, through Parkville, to the Brighton Beach Race Track, to Brighton Beach, into the West End.**

Park Circle is reached from the Bridge by Smith street cars; from Grand street, and from Broadway ferry by Franklin avenue cars. A free transfer, and a 5-cent fare (10 cents on Sundays and holidays). Touches **Parkville**, the **Brighton Beach Race Track** and **Brighton Beach** itself.

*See note between Routes 16 and 17.*

**ROUTE 23.**

**To Bergen Beach from Nostrand and Flatbush avenues, crossing over Flatlands.**

A pleasing 4-mile ride from this junction. Flatbush avenue and Nostrand avenue cars may be boarded at the Bridge or Broadway ferry respectively. The road is a straightaway run down Flatbush avenue, through **Flatlands** to **Bergen Beach**; a 5-cent fare.

**ROUTE 24.**

**To Canarsie from East New York and elsewhere.**

Starting point reached by Hamburg avenue car from Broadway ferry, through Rockaway avenue, 5 cents. Road passes through the Jewish settlement of **Brownsville**. **Canarsie** is 4 miles from East New York. It is a good point to start from for a fishing trip.

**Canarsie** may also be reached by way of Flatbush avenue, changing cars at Church avenue. Line goes down through Church avenue (a new route), or take any car that crosses Thirty-ninth street and transfer to Thirty-ninth street car going east.

## ROUTE 25.

To North Beach from Long Island City (through Ravenswood and Steinway), and from Corona by way of Brooklyn.

**North Beach**, on **Bowery Bay**, is the Coney Island of the Sound. These routes pass through rather pretty country. There are two lines from Long Island City (Thirty-fourth street ferry), each 5 cent fares and of about 30 minutes running time. One line passes through **Ravenswood** and **Astoria**, the second through **Steinway**.

From **Corona** on the **Flushing** line (See **Route 27**) **North Beach** is but a 12-minute run. This is the Brooklyn connection by way of **Ridgewood** (See again **Route 27**).

## ROUTE 26.

"Cemetery Line" from Long Island City, touching all the great cemeteries of the "ridge."



QUAINT FARM HOUSE NEAR FAR ROCKAWAY, L. I.



FRIENDS MEETING HOUSE, FLUSHING. BUILT 1695.

Route 26 runs out a little beyond **Middle Village**, and may be taken to these cemeteries, **Old Calvary, Laurel Hill, New Calvary, Mount Zion, Maspeth, Mt. Olivet, Lutheran.** Fare 5 cents. This line goes up Borden and Hunters Point avenues, and connects with lines for all parts of Brooklyn at **Ridgewood.**

NOTE.—**Greenwood Cemetery** in South Brooklyn is best reached by Fifth avenue trolley from the Bridge.

## ROUTE 27.

**Across the meadows to Flushing from Long Island City and Ridgewood.**

See also **Route 30.**

Out to **Flushing** from **Ridgewood**, connecting with lines from Brooklyn and from Long Island City, through **Maspeth**, and **Elmhurst, Woodside, Winfield**, and **Corona** there are three ways of journeying. The trip from **Ridgewood** over the meadows takes 36 minutes. This line joins one of those from Long Island City at **Corona**. **Ridgewood** is readily reached from the Bridge and the Broadway ferry by elevated railroads and by many surface lines. The fares from New York are 10 cents (in the case of the Broadway ferry plus the ferriage).

Two distinct roads for **Flushing** leave Long Island City, each charging 5 cents for the 9-mile ride (time, 50 minutes).

Out from Long Island City these days, out from Brooklyn, there is little left of the old Dutch, or even the more modern farms. A moderately aged mansion is, indeed, a rarity. There are acreages of new towns. Even Newtown, the old village, has become Elmhurst, the new. On the North Shore the meadows must be crossed, and the limits of Flushing reached before there is very much of picturesque moment or historic association.

Once in Flushing, however, the car is sure to be left behind, and an hour profitably spent. The historic is here, in rich profusion. For this is a stronghold of the Quakerdom of the far distant past. Few towns in New York State have more associations. Flushing goes back in its founding to 1643, and was first called Vlissenden. Its settlers were English refugees who had fled into Holland to escape the Quaker persecution, and two memorials of these old-time "Friends" yet remain sturdy in their wooden frames. One is the Bowne Mansion (built in 1661), on Bowne avenue, the other the Friends Meeting House (built in 1695), on Broadway, both but a short walk from the trolley car. They are in well nigh perfect state of preservation. Another fine landmark of the town is St. George's Church, built back in 1746, and there are fine nurseries here, noted for their roses, that date in the past to 1739.

Out of Flushing there is a line to College Point, 15 minutes away.

## **ROUTE 28.**

**To Jamaica from Ridgewood and East New York.**

There are famous rides within the radius now being described. In the space of half a day Flushing, Jamaica and Far Rockaway, with their associations that reach beyond the Revolution—in the case of Flushing back to Colonial times—may readily be visited from either New York or Brooklyn.

See **Route 30** for connections with **Flushing** and **Far Rockaway**.

The real country trips on the Island are to be started in two ways: from Brooklyn, by the Broadway "L" to the end of the route (Crescent avenue, Cypress Hills Cemetery), and thence the Jamaica car, on transfer, to Jamaica over the Plank Road (this car can also be taken at East New York, connecting with the Fulton street trolley or the Kings County "L"), and from Long Island City by the cars to Flushing.

It is, approximately speaking, 30 minutes into Flushing from Long Island City by trolley, another half hour from Flushing to Jamaica, 43 minutes from Jamaica to Far Rockaway, and 83

minutes from Jamaica into East New York. The fares are 5 cents to Flushing, 5 cents from Flushing to Jamaica, and 10 cents from this point into Far Rockaway. From Jamaica one may travel by trolley car and "L" to the New York end of the Bridge or to the Broadway (Twenty-third Street ferry) for 5 cents in all.

**Jamaica** is reached, as described immediately above, from either **Ridgewood** or **East New York**. The line from **Ridgewood** passes through Richmond Hill. From these starting points there are connections everywhere in Brooklyn and New York.



THE BOWNE HOUSE, FLUSHING. BUILT 1661.

In Jamaica, on Fulton street, the Plank Road and the "old highway," but a few years ago marked by a toll gate a mile west of the town, the Flushing or the Far Rockaway car is to be taken. But a couple of blocks west of the changing point is a mansion of much historical importance. This is the King Mansion, now named King Manor, where once lived Rufus King, farmer, gentleman, essayist, Minister to England and statesman, and later his son, General John A. King, Governor of the State of New York.

The King Manor is now city property, and its grounds are known as King's Park of Jamaica. A fine collection of ancient furniture and ornaments (some of it on loan) has been gathered for its rooms. Officially the Manor is open to visitors but two days a week, but well dressed, well appearing people will be admitted by the guardian almost any day.

Worth more than a passing glance, across the street and almost opposite, is a noted road house, now soon to be torn down (it is



rumored) and a business block erected in its stead, Pettit's, formerly "Jim Remsen's House." For fifty years one Jim Remsen stood behind his bar, and he is known to history to-day as the "father of Rockaway," having bought that Beach when it was merely a waste strip of land. To the east, along Fulton street, a mile away, at **Hollis**, is a hotel that has a Washington legend about it. Hollis is certainly, however, historic, for it was here after the Battle of Long Island, that General Nathaniel Woodhull was made prisoner. The townspeople speak of the spot as "the battle-ground," and it is known as Woodhull Park.

## **ROUTE 29.**

**Queens eastward to Woodhaven, connecting with a line to Rockaway, Arverne, Brooklyn.**

At **Queens** is **Creedmoor**, where the National Guard does its rifle practice. Thence to the old City Line at **Woodhaven** is an  $8\frac{1}{2}$  mile ride, through **Interstate Park**, **Hollis** (see **Route 28**), **Jamaica**, **Dunton**, **Morris Park**, **Ozone Park**. This car might be taken for the **Flushing** or **Far Rockaway** trip, but is less convenient in its **East New York** connections than the other lines. See **Route 30**.

## **ROUTE 30.**

**Flushing to Far Rockaway and Rockaway Park, through Jamaica.**

See **Routes 28 and 29**. Change cars at **Jamaica**.

One of the most picturesque and entertaining of Long Island trolley tours. It traverses in all  $22\frac{1}{4}$  miles at a cost of 15 cents, taking one hour and a half or more, and the places it touches are:

**Flushing, Ingleaside, Queens Borough Heights, Garrison's Lane, Jamaica, Springfield, Jamaica Meadows, Lawrence, Inwood, Far Rockaway, Edgemere, Arverne, Hammels, Hollands and Seaside, Rockaway Beach, Rockaway Park.**

The journey begins among the villas, or **Flushing**, passes into the open, hilly countryside and finally develops into the

sea shore country of **Lawrence** and **Cedarhurst**, the car at **Far Rockaway** and beyond running its course almost on the shore itself.

Coming out of **Flushing** the trolley road bends over the "hill" that, though it lies so close to New York, has practically never yet been settled. Here the scenes begin to possess real rural interest and charm. Beyond **Jamaica** over the Rockaway Turnpike the trolley tracks strike the Merrick Road (afterwards the Great South Shore road), here at its beginning. It passes the new Metropolitan Jockey Club Course, between **Jamaica** and **Springfield** (leave the car at Locust Avenue). Skirting a quaint old farming country it passes through fashionable **Lawrence**, within sight of yet more fashionable **Cedarhurst**.

From this point it swings into Far Rockaway, carrying the visitor to, besides the points already named above, **Wave Crest**, **Ocean Crest**, **Bayswater**.

Not much remains that is old in this region, though there are still memories of the Marine Pavilion of half a century ago, renowned among New Yorkers as a hostelry, later destroyed by fire. The Rockaways were settled during the cholera scare of the forties when a good part of New York ran to the beach and slept in tents. At **Cedarhurst** there is the house and polo field of the famous **Rockaway Hunt**.

## ROUTE 31.

**Mineola and Hempstead to Freeport,  
Steamboat to Long Beach from Freeport.**

The new line described in the introduction to this chapter. It has no connections, and will be at first purely a local road. The country it traverses, however, is a fine one, full of beauty and historic note. The line is well worth half a day of touring.

To reach it take the railroad from **Queens** to **Mineola**, or from **Jamaica** to **Freeport**, or stage from **Queens**.

**Hempstead** is one of the most fashionable of Long Island's summer colonies, and is close to the quarters of the **Meadow Brook Hunt**. It has many very beautiful country houses. The town was the very first settlement made in Central Long Island, in 1643. In its famous church, St. George's, there is a communion service presented by Queen Anne early in the Eighteenth Century to the old parish.

**Mineola** is the county seat of Nassau County, and has an interesting Court House and Jail built of cement, "poured," the most important novelty in the erection of large buildings. These structures should be visited.

**Freeport** is one of the most rapidly developing summer resorts of Long Island. The famous Merrick Road runs through it and there is excellent boating and fishing near at hand. It is a town of much spirit as well as a summer settlement. But

an hour out of New York by train it is much visited. There are several capital hotels in addition to the many private houses. For the convenience of boating and yachting people a canal has been cut through from the Bay well inland. Across the Bay is Long Beach.

Since last summer this Long Island electric line has built what is almost a connecting link to the trolley roads of Brooklyn, Long Island City, Jamaica, Flushing and Rockaway. It has thrown out a branch from **Hempstead** westward to within a mile of **Queens**, precisely to the New York City line. Stages go between this terminus and **Queens** (a ten minute ride). This is the best way for the Trolley Explorer to get aboard this line. **Queens** is readily reached from **Jamaica**.

Where this western end of the road ends now is **Belmont Park**, ground for which is just now being broken, the new racing track and fashionable resort that is to be the successor of **Morris Park** in Westchester.

From **Queens** to **Hempstead** the fare is 10 cents, to **Freeport** 20 cents, to **Mineola** 15 cents. From **Mineola** to **Freeport** it is 10 cents. This latter is a run of  $8\frac{1}{2}$  miles and takes 30 minutes. The time from **Queens** to **Hempstead** is 25 minutes, and between **Hempstead** and **Freeport** 17 minutes. Cars run half-hourly. Three or four steamboat trips are made daily from Scott's Dock, **Freeport**, where the cars stop, to **Long Beach**. Excursion fare, 25 cents.

Three extensions of this line are immediately planned. One will extend west 16 miles from **Freeport** to **Baldwins**, **Rockville Centre**, **Lynbrook**, **Valley Stream**, **Rosedale**, on past **Aqueduct Race Course** to Kings County Elevated at the old Brooklyn City Line. Another will go east to **Babylon**, 15 miles; a third along the Jericho Turnpike west from Mineola to Queens.



VAN CORTLANDT MANOR HOUSE, VAN CORTLANDT PARK, NEW YORK CITY.

## Through Revolutionary Westchester.



**B**Y THE laying of a few miles of electric rails and the democracy of the trolley car, Westchester, with its many exquisite bits of scenery and its hundred and one points of historic note, is now everybody's own. These acres of hillside and varying shore line directly to New York's north, the city's pride, are no longer distance locked. The country houses, the villas, the charming towns, the private parks remain in all their beauty. It will be many a long year before they are turned into suburban building lots. Meantime they can be visited, and the finest of air breathed on the Westchester hills and along the Sound's shores.

If only a general view is wanted, a tour over beautiful country sides, practically all that is best of Westchester can be gone over

in a single day, much of it in the space of an afternoon. Those who have comparatively little time and do not mind an extra expense of a few cents, will find it an excellent plan to go to **Mount Vernon** by steam railroad (from the Grand Central station, fare 28 cents) and take the trolley cars from there. It must be remembered that all trolleying in Westchester centres from **Mount Vernon**. From **Mount Vernon** each and every point above and below may be reached. The lines from New York City (W. 155th street and E. 129th street) make their termini here.

Above here, reached from **Mount Vernon**, are **Yonkers, Hastings, Tuckahoe, Pelham, New Rochelle, East Chester, Larchmont, Larchmont Manor, Mamaroneck, Rye, Rye Beach, White Plains, Tarrytown, Portchester, Greenwich, Cos Cob, Stamford**, and beyond to **New Haven** on the route to Boston.

For trolley trip purposes Westchester is to be divided into two great sections, that below **Mount Vernon** (between that city and New York), and that around and above it. The Borough of the Bronx extends to the **Mount Vernon** and the **Yonkers** city line. North of this is Westchester proper, the present Westchester. The Bronx was once, in its entirety, Westchester County, however, and historically it is still considered as such.

There are three ways of reaching **Mount Vernon** by trolley

(5 cent fares): One direct from 129th street and Third avenue, at the Harlem River Bridge, by way of Webster avenue; a second on the **West Farms** and **Williamsbridge** car from the same point, changing to the Webster avenue car at **Williamsbridge**: the third from the Bronx Borough side of the Harlem River at Central Bridge—the old McComb's Dam Bridge—take the Sixth avenue elevated to 155th street and Eighth avenue (end of the line) and walk over the viaduct and bridge. This third car (from Central Bridge) goes up Jerome avenue.

Once in **Mount Vernon** the trolley traveler has a goodly number of trips spread out before him. If historic points are to be carefully looked over and views enjoyed it would be better not to attempt too much at a time, but devote several afternoons to the journeying.

Below **Mount Vernon**, in Bronx Borough, there is not so



CURIOUS ROCKING STONE, BRONX PARK, NEW YORK CITY.

much that is worth while, though charming little tours may be made, **High Bridge**, the **Zoological Park**, the **Botanical Garden**, the new park system of New York, **Morris Park**, **Bronxdale**, **Woodlawn Cemetery** invite those who have no idea of the beautiful at their very doors.

*NOTE.*—To reach 135th street and Eighth avenue, take Sixth Avenue Elevated (Manhattan). To reach 129th street and Third avenue, Second or Third avenue Elevated (Manhattan). Allow in each case about one hour from down town.

## ROUTE 32.

**From 135th street and Eighth avenue  
to Port Morris.**

A convenient connecting line for those on New York's Upper West Side. Crosses the Harlem River at Madison avenue and gives transfers at Third avenue to all lines on the east side of the Bronx. At Third avenue the **Mount Vernon**, **Fordham**, **Williamsbridge**, **Westchester**, **West Farms** cars, etc., may be taken. **Port Morris** (E. 138th street) is on the Sound. Fare, 5 cents.

## ROUTE 33.

**From 161st street and Third avenue  
to Morris Heights—take steam railroad  
here to Kingsbridge or Van Cortlandt,  
then walk two blocks west for trolley  
into Yonkers.**

Another short line, of little importance or interest in itself, except that in 30 minutes it brings the traveler into the Valley of the Harlem. Eventually this line is to be extended north. Meanwhile a train can be had at **Morris Heights**, its present terminus, and **Kingsbridge** or **Van Cortlandt** reached in a few moments, at a cost of from 6 to 8 cents more. From these points a trolley runs up through **Riverdale** and **Mount St. Vincent** into **Yonkers**.

Take Webster or Third avenue car from 129th street and Third avenue. High and Washington Bridges over the Harlem are on this route.

In the masonry of High Bridge the "old aqueduct" of New York crosses the Harlem to Manhattan Island. The "new aque-

duct" burrows under the river just at this point in a "siphon." Kingsbridge is laden with history. Frederick Phillipse in 1693 received a royal grant from William III. of England, authorizing him to put a toll bridge over the Spuyten Duyvil Creek. This was the "King's Bridge," and over it the old Albany Post Road (now Broadway all the way from the Battery to Albany) ran.

At Van Cortlandt is Van Cortlandt Park, one of the most beautiful of New York's new pleasuring places. In its 1,132 acres it includes a golf course and a superb field for drills of the National Guard. In winter its lake becomes a famous skating ground.

No bit of land about New York, perhaps, is so hallowed by Revolutionary memoirs unless it be Battle Pass in **Prospect Park**, Brooklyn, or Harlem Heights. It was until quite recently the Van Cortlandt Estate. Three points of note mark it; one, the Van Cortlandt Manor House, a highly interesting colonial dwelling, built in 1748, and still in a fine state of preservation. This is eventually to be made an exhibition house of colonial relics. Another memory of a long distanced past is the old saw mill of Revolutionary date, close to the railroad tracks, a ruin. But a mile away from these is Vault Hill, a burial ground where Washington lighted his fires to deceive the British (who were across Spuyten Duyvil Creek), while his troops were quietly crossing the Hudson.

In **Mount St. Vincent**, not far away, there is standing, now part of the Convent of St. Vincent, the Edwin Forrest Castle, of gray silican granite, with 6 octagonal towers. Forrest, the tragedian, built it with the view of founding a school of acting—a plan that was never carried out—and named it Font-



TOM PAINE MONUMENT, NEW ROCHELLE, N. Y.

hill Castle. From its windows there is a view up the Hudson to Sing Sing (now Ossining).

Riverdale shows many beautiful old places. For details as to Yonkers and connecting routes, see **Route 40**.

### **ROUTE 34.**

**From the Bronx Borough end of Central Bridge (McComb's Dam Bridge)—take Sixth Avenue Elevated to 155th street, walk over viaduct and bridge, car on the Bronx Borough side—to Mount Vernon, past Tremont, Jerome Park, Woodlawn Cemetery, Van Cortlandt Park, Empire City Race Track, Belmont.**

A 5-cent fare from the Harlem River into Mount Vernon, The car starting from Central Bridge does not go into Mount Vernon itself, but transfers to the line coming over from **Yonkers** (see **Route 40**). For directions as to getting to this starting point see head line of this route. The way leads up Jerome avenue, some years ago a famed driving road for New York horsemen. Its road houses still continue, though they are shorn of much of their former grandeur. On the way are **Featherbed Lane** and **Tremont**. Jerome Park is now being turned into a reservoir. This is the most direct trolley route to **Woodlawn Cemetery** and **Van Cortlandt Park** (see **Route 33**), as well as to the **Empire City Race Track**.

### **ROUTE 35.**

**From 129th street and Third avenue to Mount Vernon, up Webster avenue, through Melrose, Morrisania (past Claremont Park), Tremont, Fordham, Bedford Park (Bronx Park and Botanical Gardens), Williamsbridge and Wakefield.**

The direct route into **Mount Vernon** from New York. Though a ride of nearly 9 miles, taking an hour, its fare is only 5 cents. The first half of this ride, over **Melrose, Mor-**



**risania, Tremont and Fordham**, is through rather uninteresting city streets, but at **Bedford Park** genuine country commences to open up.

The little cemetery near Melrose contains the grave of Joseph Rodman Drake, the American poet, who wrote, "When Freedom from her mountain height." There is a monument to him surrounded by an iron fence.

Drake's home was the Grange, an old house in the Bronx close to Williamsbridge, easily to be reached by this car. The Grange was built in 1688.

Of old Melrose and Morrisania practically nothing exists to day. Inch by inch these suburbs have been swallowed up and made a part of the continuous city.

Bedford Park is the Western entrance for **Bronx Park**, its woods and hemlock grove, its very beautiful river and the old Lorrillard Mansion and snuff mill, the latter with its ghost story (for Eastern entrance to Park see **Route 37**). **Route 36** also goes to Western entrance of Park. On this side of Bronx Park reached by this route and **Route 36** are the great **Botanical Gardens** of New York, a reservation of 250 acres which have already arrived at a high state of beauty. There is a superb museum building and wonderful glass houses. Free to visitors. This is the northern end of Bronx Park. The new **Zoological Park** is in its southern end (see **Routes 37 and 38**). On this line get off at Pelham Parkway, Fordham, and walk or hire a hack  $\frac{1}{4}$  mile east (see **Route 36**).

After reaching **Williamsbridge** and crossing the Bronx the car to **Williamsbridge** on **Route 37**, via **West Farms**, going on the eastern side of Bronx Park is connected with. Beyond this point the road to **Mount Vernon** runs along White Plains Avenue, a distance of 3 miles. **Woodlawn Cemetery** is within ready walking distance, to the west.

*See note between Routes 31 and 32.*



THE ANDRE MONUMENT,  
TARRYTOWN.

## ROUTE 36.

From 129th street and Third avenue  
to Fordham, along upper Third avenue.

**See Route 35.** A parallel route to Fordham, through territory of little interest. At Fordham (Pelham Parkway), however, is the

best approach to the **Zoological Park**. (See **Route 35, 37 and 38**). Or the Zoological Park can be approached on this line, transferring at Tremont Avenue (177th street, **West Farms** car to the East). See **Route 39**.

The Zoological Park is speedily becoming one of the great institutions of America. It is free every day except Mondays and Thursdays (when these are not holidays), the admission on these days being 25 cents. There are not only buildings for reptiles and birds, but ranges for the larger and wilder animals.

## ROUTE 37.

**From 129th street and Third avenue to West Farms and Williamsbridge, over the old Boston Post Road (now Boston avenue and White Plains avenue).**

As charming a trolley journey as there is in the Borough of The Bronx, 45 minutes run, fare 5 cents, with transfers to **Mount**

**Vernon at Williamsbridge (Route 35)**. Twelve minutes after leaving the starting point the commencement of the Boston Post Road is reached. Here a fine avenue stretches out, of villas and landscapes. At this turn the city is left behind.

This was the original **Mount Vernon** Route. At **West Farms** the traveler has only to walk 8 blocks up a well shaded driveway to get to the southeastern entrance of the Zoological Park.

The **Bronx River** is crossed at **West Farms** (here is the boating section of it), and beyond this point the trolley curves for  $3\frac{1}{2}$  miles through winding country roads, passing the **Morris Park Race Track**, skirting the eastern side of Bronx Park, crossing **Pelham Parkway**, the



REVOLUTIONARY ST. PAUL'S CHURCH,  
EAST CHESTER, N. Y.



BYRAM RIVER, DIVIDING NEW YORK AND CONNECTICUT.

great connecting driveway from Bronx Park to **Pelham Bay Park** as the **Mosholu Parkway** is to be between **Bronx** and **Van Cortlandt Parks**, through **Bronxdale** into **Williamsbridge** itself.

## **ROUTE 38.**

**From 129th street and Third avenue over Willis avenue, Southern Boulevard and Boston Post Road to West Farms.**

An alternative route to the above, going no further than **West Farms**, but transferring there to **Williamsbridge** and **Mount Vernon**. It runs over territory much more to the east, however, touching **Port Morris**, **Casanova** and **Hunt's Point**, and is a somewhat attractive ride (time, 25 minutes) through a region of much new building.

Little more than a wilderness of railroad terminals and freight yards to-day, manufactories and "improvements" generally, this is, nevertheless, a historic land of great country places. Close to where the car runs, set on a slope south of 133d street, between Gouverneur Lane and Cypress avenue, within view from the new Willis Avenue Bridge (crossing the Harlem River at First avenue), is the colonial mansion of Gouverneur Morris, senator, statesman and builder of the frigate Constitution. The grant to the Morris family covered 2,000 acres and more. The old mansion, still in grand condition, built in 1798, is in the hands of a caretaker. It is quaint in its architectural fashioning. Port Morris is hard by. In the Sound off this point the British frigate *Hussar* was sunk during Revolutionary times with a goodly treasure aboard. On Randall's Island, below, a skirmish took place in 1776. Ward's Island, to the south of that, was in the very forefront of American history a pasture ground for Governor Wouter Van Twiller's cattle.

It is about here that the true Westchester begins, though recent years have leveled the landmarks at a surprising rate.

## ROUTE 39.

"Loop Line" from Morris Heights, just above the Harlem at Burnside avenue connecting with Route 33 and at Jerome avenue with Route 34 across to the east to West Farms, Van Nest, Westchester, Unionport, Bronx Bridge (on Westchester avenue)—a break of 200 feet here—then Westchester avenue to 129th street and Third avenue; from here Washington Bridge line up Boscobel avenue. Walk a quarter of a mile to Morris Heights car (Route 33). From West Farms or Westchester station take steam railroad to Bartow for upper end Pelham Bay Park, City Island and Pelham Neck.

An electric line encircling the Bronx, embracing much beautiful territory of the lower Westchester remaining. The points of importance touched are **Van Nest**, the old town of **Westchester**, **Fort Schuyler** and **Throgs Neck** and the **Westchester Country Club** (though all these latter three are some little walking distance from the cars).

Take train, 155th street and 8th ave. to get to Morris Heights.

To the north are other spots of historic and picturesque moment, more easily to be reached from here than by going south from **East Chester (Route 42)**, and yet far away from any trolley line. The upper end of **Pelham Bay Park, Pelham Neck** and **City Island** are the chief of these. It would be possible to walk over, at the north end of **Westchester** striking the **Pelham Parkway** and continuing on that to **Bartow**, a tramp of some 4 miles, but it is recommended that the steam cars be taken at the near-by stations of **West Farms** or **Westchester**, reaching **Bartow** in a few moments, at an expense of hardly more than 10 cents additional.

A complete afternoon might be spent on a jaunt of this nature over this beautiful waterside. Its cost from 129th street and Third avenue, including railroad fares both ways, followed along these lines, would amount to about 40 cents. Here are the least known of New York's new parks, those of the waterfront, and a shore line that is yet rural and untouched. Gradually the old country homes have gone from this region, but much that is quaint remains. **City Island**, reached by a horse

railroad line all its own from Bartow, running to Belden Point on City Island's furthest end (3 miles, 10 cents, making no connections with other lines), is probably farther back in the past in its life and character than any other district in or about New York.

Almost every inch of this ground has its story of American history. This is truly Revolutionary and Historic Westchester. Here, during the Revolution, was a hotbed of Tories, organized under the name of the "Tory Westchester Light Horse." Colonel De Lancey headed this troop. Westchester Creek was the centre of many a conflict. These were the the "Cowboys" of history.

Thomas Pell was the first lord of the manor for all this region. He bought, in 1634, 10,000 acres (extending up to the New Rochelle



LIGHTHOUSE ON NORTH SHORE OF LONG ISLAND SOUND.

boundary) from the Siwanoy Indians, paying trinkets for them. Later English from Connecticut settled about here, and were at constant odds with the Dutch of New Amsterdam.

**Fort Schuyler**, one of the chief of the Sound fortifications into New York, with always an interesting garrison on its reservation, lies at the very end of Throgs Neck (named by the Indians "Quinshung"). Quinshung was settled in 1642 by John Throgmorton who came here with thirty-five Baptist families under the leadership of Roger Williams, from Rhode Island and the Providence Plantations. The Westchester Country Club, one of the most beautiful about New York, has its location just to the north at **Schuylerville**. Out in the Sound from here are **Hart and City Islands**.

City Island is said to have been the place where oyster culture in America first commenced. It is also where for years now many of the Cup Defenders of international yachting have been laid up high and dry, interesting skeletons of past sport. Part of the hulk of the historic frigate "Macedonian," captured by Commodore Decatur in the frigate "United States" October, 1812, now forms a portion of a curious old tavern, "The Macedonian."

**Pelham Neck**, on the main land, just before City Island is reached, witnessed a sharp skirmish on October 18, 1776, when Colonel Glover, with a brigade of riflemen, harassed the advance of Sir William Howe from his landing place at Pell's Point to New Rochelle. The British columns were twice checked at a cost to Glover of 21 killed and wounded. The British loss was somewhat heavier. This engagement preceded the battle of White Plains.

## ROUTE 39A

**Fordham to Yonkers—A new line,  
Cross Country, skirting Van Cortlandt  
Park's north edge.**

Starting by St John's College this new line runs up Webster avenue, past Williamsbridge and Woodlawn, until the northern end of Woodlawn is reached, when it travels through McLean avenue to **Yonkers**, through Lowerre and Park Hill,  $7\frac{1}{2}$  miles, 5 cents. Transfer from 129th street, thus 5 cents to **Yonkers**.

# Upper Westchester—Mount Vernon and Beyond.

## ROUTE 40.

**Mount Vernon to Yonkers, Empire City Race Track, Dunwoodie, Riverdale, Van Cortlandt, Kingsbridge, Hastings, (Dobbs Ferry, Irvington and Tarrytown, by steam railroad), Nepperhan, Tuckahoe.**

From **Mount Vernon** over into **Yonkers** is a 28 minute run, a 5-cent fare, and the distance is  $4\frac{1}{2}$  miles. **Mount Vernon** is a picturesque, suburban city of many attractive villas and many hillsides. The route to **Yonkers** is a pleasing succession of rural scenes, the country in between being half wild in great part, the way offering many surprises in the way of vistas.

One of these, perhaps one of the most charming in all the course of country trolleying, comes after the **Empire City Race Track** and **Dunwoodie** are passed. A turn of the car suddenly brings to view from a hill top **Yonkers** itself, in the valley and down the slopes, the Hudson in the near distance as a background. Seen either in sunshine or under clouds the view is a superb one.

The car glides down the hills into **Yonkers**, and is soon lost in a maze of city streets. Several lines branch off from here, the changing point being on Main street at Warburton avenue not far from Getty Square. One **Yonkers** line extends south through **Riverdale, Mount St. Vincent** and **Van Cortlandt** into **Kingsbridge** (see **Route 33**—connection by train for **Morris Heights**, about 10 cents from **Yonkers**).

A second line runs up and over the hills through a most romantic country, through **Nepperhan**, well back from the Hudson into **Tuckahoe**. Though this is but a short ride few rural trolley trips can excel it.

**Yonkers** is a very old town, Dutch, as its name shows. Now a big suburban city, of manufacturing importance as well as great residential charm, it started its existence during the days of New Amsterdam as the Manor of Colendock, the property of Patroon Van der Donck—Adriaen Van der Donck. **Yonkers** got its name in a strange way. Van der Donck, coming here in 1642, lived in so

much fashion that his property soon got to be called "de jonk-heer's landt" (the gentleman's land), from which the transition to Yonkers is easy.

But Yonkers' pride is her very wonderful colonial relic and heirloom, the Phillipse Manor House, where Washington's first love, Mary Phillipse, had her home. A curious circumstance about her career and the history of this house is that, at a later day, during the Revolution, she was attainted of treason and her house was confiscated by the Government. Phillipse Manor is now in fine condition and is used by the municipal government of Yonkers as the City Hall. It remains as a visible evidence of one of the famous old grants of the first days of American history. The



PHILLIPSE MANOR HOUSE AND SOLDIERS' MONUMENT AT YONKERS, N. Y.,  
WHERE MARY PHILLIPSE, WASHINGTON'S FIRST SWEETHEART, LIVED.

*Courtesy of New York Central Railroad*

building is credited with having been erected in 1682. It stands on Warburton avenue, one block north of Main street, and the trolley car from Hastings passes its doors.

To **Hastings** from Yonkers is a third branch line, and is but a short run of  $4\frac{1}{2}$  miles, 30 minutes, for 5 cents. Here the trolley car system for the outskirts of New York City ends. **Hastings** is an important point, nevertheless. Just beyond it lie **Dobbs Ferry**, **Irvington** and **Tarrytown**, all to be reached



from **Hastings** by steam railroad (New York Central and Hudson River). The railroad fare from **Hastings** to **Irvington** is about 12 cents.

**Irvington** is best reached by train from **Tarrytown**, one station above it. Like **Dobbs Ferry**, it has no trolley connection. **Nevertheless**, because of memories of Washington Irving, it must certainly be visited (see **Route 43**, at end). It may, however, be approached by steam railroad from here. **Dobbs Ferry**, on the other hand, though it may be visited at the same time as **Tarrytown** and **Irvington**, is most readily approached from **Hastings** by train.

In 1894, along by the old Livingston Mansion at Dobbs Ferry, a monument was erected in commemoration of the great events in the cause of American independence the old building had seen. For this strip of country was the theatre of much Revolutionary history. War swirled through Westchester in those days. In the Livingston Mansion Washington met Rochambeau in 1781, and there planned the campaign of Yorktown. In May, 1783, under this same roof, the papers were signed that renounced all claims of England to America. Two days later, out in the Hudson just opposite, a British sloop of war fired 17 guns in honor of General Washington, the American commander.

The old house is still in a fine state of preservation.

## ROUTE 41.

**Mount Vernon to Tuckahoe, through Bronxville.**

A short line from **Mount Vernon** up in the hills to the north, through **Bronxville**, 17 minutes, 5 cents, no connections except over to **Yonkers**, via **Nepperhan**.

A line has, however, been built down from **White Plains**, through **Scarsdale**, into the northern end of **Tuckahoe Township** (see **Route 43**). This will connect with **Route 41** some time, though it does not yet.

## ROUTE 42.

**Mount Vernon to East Chester and Inverness.**

A short line that makes trolley entry possible into the very old town of **East Chester**.



OLD MILL, TARRYTOWN, N. Y., DATING BACK TO COLONIAL TIMES.

East Chester has its old church, built in 1764 to replace one erected 1628 and destroyed by fire. When General Howe marched on to White Plains he left his wounded in this church.



SCENE ON THE MERRICK ROAD, LONG ISLAND.

### ROUTE 43.

**Mount Vernon to Pelham, to New Rochelle, to Larchmont, to Mamaroneck.** Here there is a choice of two routes, one to Tarrytown, the other to the East on the way to Boston. The former leads over the Westchester hills, through White Plains and Elmsford, into Tarrytown, with connections by train at the latter point to Irvington and Dobbs Ferry—train to Hastings and thence via Yonkers to either Mount Vernon or Kingsbridge. The second route extends from Mamaroneck to Harrison, Rye, Rye Beach, Portchester, Belle Haven, Greenwich, Cos Cob and Stamford. There is little question but what the tracks will be cleared for direct travel into Stamford early this spring. For directions beyond Stamford see Route 44, in Connecticut and Massachusetts chapters.

A through line to **White Plains** and **Tarrytown**, and another along the Sound shores beyond **Cos Cob, Conn.**—both direct from **Mount Vernon**. This latter is the road to **Boston**, which is being made more and more complete from a trolley standpoint every year. Now it is all but filled, but five miles remaining untrolleyed, up in the hills north of New Haven. For the break hitherto between Cos Cob and Stamford, close to New York, will almost certainly be a thing of the past before April.

There are no more exquisite rides anywhere about New York than these cross-country runs to **Tarrytown**, over the Westchester Hills and through **White Plains**, and close to the varying, indented, north shore of the Sound. There are glimpses of very fine country seats all along the routes, and all this region is the most magnificent of driving countries.

### TO PELHAM AND NEW ROCHELLE.

It is a run of 24 minutes from **Mount Vernon** into **New Rochelle**, 4 miles (fare 5 cents). Scarcely have the **Mount Vernon** city streets been left behind than the countryside com-

mences to be a noble one. It gives promise of the series of beautiful rides that is to come. From **Mount Vernon**, too, a branch of this line extends to **Pelham**, 3 miles away and 17 minutes' journey. This latter point is away from the through route to the east, however, almost in the opposite direction. **Pelham Manor**, further to the south, is not upon the trolley lines at all, and is only to be reached by steam railroad. At **New Rochelle** transfers are given for a special car to **Glen Island** ferry. From here there is water communication with **Glen Island** and **Travers' Island** (**New York Athletic Club**).

The car from **Mount Vernon** emerges several times upon the old Boston Post Road. In New Rochelle a most interesting settlement is found. Modern as it is now it is of considerable antiquity in American annals. It is a town of the Huguenots, and was founded in 1686 by French families who became exiles from France in consequence of the revocation of the Edict of Nantes.

There are not many towns as old as this in the State of New York. Another memory of the region is preserved in the Hutchinson River which flows into Pelham Bay, named from Anne Hutchinson who settled here two centuries ago, driven from New England during the days of the religious intolerance. Anne Hutchinson became known as a benefactress to the Indians, and hereabouts was a country of many thrilling incidents of savage warfare long before the Revolution came on.

In the Revolution New Rochelle played a somewhat extensive part. Tom Paine, the patriot writer of those days, lived here, and a monument still marks his grave. He was originally buried here, but the body was removed to England in 1819. The monument stands on the White Plains road, just off Main street.

Tories abounded here, as they did in **Westchester**, during those troublous times. General Knyphausen landed with Hessian troops on **Davenport Neck** near by and made many reprisals upon patriot families.

In **New Rochelle** stands a battle monument, inscribed, "To her Loyal Sons," with a figure of a soldier surmounting its pedestal. The 5-cent fare from **Mount Vernon** carries the traveler to the **Larchmont** line. Excellent summer shore resorts to be visited in **New Rochelle** (change cars in **New Rochelle** and transfer) are **Echo Bay**, **Hudson Park** and **Dillon Park**. The highway here is the old Boston Post Road again.

## TO LARCHMONT AND LARCHMONT MANOR.

It has cost but 5 cents and 36 minutes of time to get to the **Larchmont** line from **Mount Vernon**. At **Larchmont** a car can be taken into **Greenwich**,  $12\frac{1}{2}$  miles further, 15 cents. From **Larchmont** Line the car at once makes for **Mamaroneck**,  $3\frac{1}{2}$  miles, 5 cents of the 15. A branch line runs down to the shore—**Larchmont Manor**.

In Larchmont, a country town that has an ideal system of self government, there is the famous **Larchmont Yacht Club**, with its splendid lawns upon the water front, its fine club house and harbor, and the Larchmont Fire Department, a band of amateurs who are in great part from the best families and have been trained into almost the skill of professional firemen.

### TO MAMARONECK, RYE, PORTCHESTER, GREENWICH AND COS COB.

**Mamaroneck** was another Tory headquarters in the old days before American Independence was finally declared, and General Howe in his Westchester campaigns camped on Heathcote Hill there, not far from where the old Delancey mansion now stands. In the Indian language the name means, "the place of rolling stones." J. Fenimore Cooper once lived in **Mamaroneck**.



WASHINGTON MONUMENT AND THE LIVINGSTON MANSION AT DOBBS  
FERRY-ON-HUDSON, N. Y.

*Courtesy of New York Central & Hudson River Railroad.*

From this town the road to **White Plains** and **Tarrytown** branches off over the hills. From **Mamaroneck** in **Portchester**, through **Rye** is 30 minutes in time and 6 miles. Now the country begins to grow even more beautiful. To the west there are hills, and exquisite country houses, to the east the shore of which glimpses begin to be caught.

At **Rye** there is a branch running down to **Rye Beach**

which is being built up into a popular summer resort to rival **Ulmer Park**, Long Island. Free transfers are issued to this from the main line.

Rye was much overrun in the Revolution by guerrilla bands, and there were conflicts in old Rye village.

The points, islands and coves along the Sound from Mamaro-



SUNNYSIDE, IRVINGTON.

neck are Mill Creek, Hen Island, Rye Neck, Rye Point, Parsonage Point, Manursing Islands. The trolley road goes fairly close to the Sound in this district, and it would hardly be too long a walk to visit any of them, returning to the tracks and again boarding the car.

**Portchester** of recent years has grown to be almost a city, and for a mile or so much of the sense of rural traveling is lost. On either side of it, however, is a chain of really magnificent country residences on the Sound side of the old highway that is the Post Road.

The other side of Portchester the **Byram River** comes in, the boundary line of New York and Connecticut, a singularly picturesque stream. Beyond lie **Belle Haven** and **Greenwich**, where trolleying from New York has hitherto come to an end and the first break in the route to **Boston** has commenced. But this summer this has been changed. The trolley no longer stops on the top of Putnam Hill, **Greenwich**, but goes plunging down into the valley, to the village of **Cos Cob**, and has been built into **Stamford**.

There are not a few experienced trolley trippers who say that in scenery and in change of pictures along the route, the journey from the **Byram River** past **Belle Haven** into **Greenwich**, is the finest about New York, that it can only be compared with the

trip to **Passaic, Paterson, Little Falls** and **Singac**, New Jersey.

Roughly speaking, this trolley journey to **Greenwich**, from 129th street and Third avenue, Harlem River, can be made in 2 hours and 20 minutes, (at a cost of 28 cents from the Brooklyn Bridge by Third Avenue Elevated.)

Just outside of Greenwich Village is to be seen the superb country place built by "Bill Tweed"—"Milbank." A quarter of a mile beyond is Putnam's Hill, a high steep overlooking the valley and Cos Cob. It was here that General Israel Putnam made his famous ride on horseback down the flight of steps when pursued by the enemy. Several of the steps are still half visible, though a century and a quarter has gone by since the ride was taken. A rough stone block keeps green the story of the feat, with this inscription:

"This marks the spot  
Where, on February 26, 1779,  
General Israel Putnam,  
Cut off from his soldiers,  
Pursued by British cavalry,  
Galloped down this rocky steep  
And escaped, daring to lead where not  
One of many hundred foes dared to follow.

Erected by the  
Putnam Hill Chapter, Daughters  
of the American Revolution,  
of Greenwich, Conn., A. D. 1900.

Greenwich has **Indian Harbor** as its eastward water point, and all through this region there is especially fine boating and fishing. In **Cos Cob** is the old Holly house (now an artists' boarding house), where General Putnam attended a party the night before his ride. The looking glass in which he saw (according to history) the reflection of the redcoats, is now in the collections of the New York Historical Society.

The trolley cars go here within a few rods of the old settlers' burying ground where Cos Cob and Mianus, the Indian chieftains, are buried. This burial ground can only be discovered upon close inspection. It is but a few uncared-for mounds to-day.

From **Greenwich** to **Cos Cob** is 2 miles. It is 3 miles further into **Stamford**. (See **Route 44**).

## MAMARONECK TO WHITE PLAINS, ELMSFORD AND TARRYTOWN, STEAM RAILROAD TO IRVINGTON.

Over the Westchester hills into **White Plains**, a Revolutionary battle ground, a ride of 6 miles, taking 33 minutes from **Mamaroneck**, is another of fine tours of trolleying. The journeyer does not stop here, he keeps on 7 miles further into **Tarrytown**,

wherein are **Sleepy Hollow** church, the bridge over **Pocantico** creek, made famous by Washington Irving's "Headless Horseman," and a quaint and charming old mill.

To get to Sleepy Hollow church and the famous bridge (which lie close together) requires considerable walking. Leave the trolley car at Orchard street, one block from the railroad, and walk north one mile. There are no more old time spots roundabout New York. The old mill was built by Vredryk Flypse, who got a grant here in 1680.

Tarrytown is the village where Major Andre was captured. Its name, TARWEE TOWN, means wheat town. In the Indian tongues it was called Alipconck, the place of elms.

**Irvington** must surely be included in the pilgrimage, for even though trolley cars do not reach it the railroad is close at hand. Here is Washington Irving's home, Sunnyside, still occupied by one of his descendants, a country place of wonderful fascination, a house that far transcends all the modern mansions of the Hudson's bank. It was once known as Wolfert's Roost.

At Elmsford (old Hall's Corners) is "Four Corners," of historic fame where the British attacked the patriots in 1780. South of the railroad station is the Greenburgh Dutch Church, built in 1770, in whose burying ground lie many patriots. Near by there was raised three quarters of a century ago a monument to Isaac Van Wart, one of the captors of Andre.

*Sleepy Hollow Cemetery is, after all, half the charm of Westchester, of exquisite countryside. Though small in extent and rural there are few other God's acres in America that can compare with it in loveliness. It adjoins the old Church noted above. Washington Irving lies buried here.*



# Connecticut and Massachusetts

Practically through trolley service New York to Boston this summer—New High Speed line between Worcester and Boston, the Ware "Gap" closed.

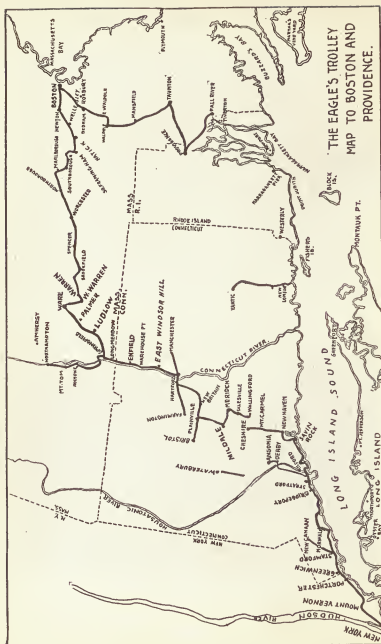


**A**T Stamford, Conn., 35 miles from the Harlem River, trolleying in New England begins for the New Yorker and ends for the people of Massachusetts and Connecticut. By the first of April there will be substantially a clear trolley way into **Boston** from **New York**, through **Bridgeport**, **New Haven**, **Hartford**, **Springfield** and **Worcester**, with but one "break"—and that but five miles—up in the Connecticut hills beyond **New Haven** from **Cheshire** to **Mildale**. The Massachusetts middle country hiatus just east of **Springfield** has been filled, and cars are running regularly. From some miles south of **Hartford** into **Boston** it is a clean electric trip. Unless something untoward happens it will, from now, be possible to go all the way from **New Rochelle** (Westchester County)



MEMORIAL BRIDGE, MILFORD, CONN.

*Courtesy of C. A. Tomlinson.*



into **Stamford, Conn.**, by electric car (See **Route 43**), and no longer necessary to take a train from **Cos Cob** to **Stamford**.

Now there begins a long line of tours that with but one break embrace all New England, save in Western Connecticut and Massachusetts and up in the mountainous country to the north. By trolley car through these regions scenery is to be had that would not be met with in railroad riding, only in the course of long driving trips that would take weeks. The trolleys of New England have opened up to the public the Housatonic and the Connecticut valleys, both of wonderful loveliness.

For the traveler going north-eastward at **New Haven**, for him going southwestward at **Mildale** (see map opposite page) this 5 mile "gap" that remains must be taken into consideration. Traveling eastward one may trolley from **New Haven** to **Cheshire**, and then drive across to **Mildale** (cost, say \$2). Better still, however, is the plan given here last year, simply take the train from **New Haven** to **Wallingford** (12½ miles, 25 cents). At **Wallingford** find straight trolley tracks through into **Boston**. Going westward keep on trolley from **Mildale** to **Wallingford**, then steam car to **New Haven**. Exact cost through trip, \$3.21 this way, counting railroad fare. Four days had best be taken.

From **Bridgeport** and **Ansonia** (see page 74) lines are gradually creeping up the **Housatonic** and the **Naugatuck Valley** that will in a year or so connect these cities with **Waterbury**. Then a line will be extended from **Waterbury** across towards **New Britain**. This will in time be the New England Route. All this is, however, in the future. The immediate extensions planned here are **New Haven** across to **Derby**, over from **Cheshire** to **Waterbury**, from **Ansonia** to **Seymour**. From **Waterbury** there is already a line south to **Naugatuck**.

Made comfortably, everything being taken into account, the trolley trip to **Boston** may be figured as costing \$20.50 for each person. This allows for a four-day trolley journey to **Boston**, a day to **Fall River** and the return on the boat from there or from **Providence**. If expenses are watched and inexpensive hotels and restaurants are



OLD STATE HOUSE, BOSTON.

chosen the journey could be made for several dollars less, probably for \$15, especially if one of the cheaper boats was taken at **Providence**. But \$17 would be about the minimum of cost, even for a three days' trip. The boat need not necessarily be taken and the

journey through Eastern Massachusetts need not necessarily be made. Upon arriving in **Boston** late in the afternoon, or, taking the trip the other way, in New York, a night train could be immediately boarded back.

The charm of trolleying long distances, though, is leisurely proceeding, getting a peep at each big city en route. The Trolley Explorer is earnestly advised not to hurry, and to take, if possible, five days for this most beautiful of tours and its return.

One, and perhaps the only serious disadvantage of trolleying trips lasting over several days is that the baggage must be carried in the hand. As light weight grips as possible

are essential. For women the inexpensive straw telescopes are suggested. Jackets, top coats and umbrellas are advisable, no matter what the weather on starting out.

For a four-day trip the journey had best be divided in this manner :

First day, **New York to Bridgeport.**

Second day, **Bridgeport to Hartford.**

Third day, **Hartford to Ware, Mass.**

Fourth day, **Ware into Boston.**

For a three-day trip a good programme would be :

First day, **New York to New Haven.**

Second day, **New Haven to Springfield.**

Third day, **Springfield into Boston.**

**Routes 44, 46, 47, 49, 51** give the **New York-Boston** trip in detail from **Stamford** on. For the way into **Stamford** see **Route 35** (from Harlem River, 129th street and Third avenue, **New York**, take Third avenue Elevated to this point), to **Mount Vernon** and **Route 43** to **Cos Cob** and **Stamford** (see remarks **Route 43**, and pages 67 and 69). The return trip from **Boston**



**BUSHNELL PARK, HARTFORD.**

*Courtesy of Elmer M. White.*

will be found under **Routes 53, 54 and 55**. Persons traveling from east to west should study these routes noted here in the reverse order.

By the use of some one of the many lines of Sound steamboats it would be possible to vary this **Boston** trip delightfully. A boat might be taken from **New York** to **Stamford**, or to **Bridgeport**, to **New Haven**, or even up the Connecticut River to **Hartford**, and actual trolleying commenced from either of these points. Sound boat fares are, in general, low, and a combination tour of this sort would cost less, take it altogether, than going all the way by trolley. Besides this there are, doubtless, many people who would not care for the entire **Boston** trip, but would enjoy being landed comfortably in new trolley centres. There is a fine day of riding to be taken about each of the cities mentioned, out from **Stamford** (**Route 44**), out from **Bridgeport** (**Routes 45 and 46**), out from **New Haven** (**Routes 46 and 47**), out from **Hartford** (**Routes 47, 48 and 49**). All are accessible to those living in the metropolitan district of **New York**, as well as to New Englanders, by journeying to these cities by water.

For those who have traveled frequently over Westchester lines and would prefer to reach the Connecticut trolley starting point for the East in a new way this Sound boat for **Stamford** is to be recommended. It leaves Peck Slip (East River) at 2.55 each week-day afternoon (Saturdays 2.30), and lands at the foot of East Thirty-first street for passengers. The fare is 35 cents and the time of the sail is three hours. (See Bullinger's Guide for charges in schedule.)



STREET OF THE TRIPLE ELMS, STRATFORD, CONN.

Two boats leave **New York** for **Bridgeport** each week day (at 11 A.M. and 3 P.M.; time of trip four hours; fare 50 cents.) Both start from Pike Slip (East River) and stop at the foot of East Thirty-first street.

There are two distinct water routes to **New Haven**. The afternoon boat, charging one dollar each way, leaves Clarkson street at 4 every week-day, and reaches New Haven at 9 o'clock. The night boat starts from the foot of Dey street (North River) at 9 o'clock in the evening every day except Saturday, and takes six hours for the trip. Fare 75 cents.

The **Hartford** boat's fare is \$1.50 and it sails from the foot of Pike street each week-day at 5 P. M., being due in **Hartford** at 7 o'clock the next morning.

## ROUTE 44.

**Stamford into Bridgeport, through Noroton, Darien, Rowayton, Roton Point, South Norwalk, East Norwalk, Norwalk, Saugatuck, Westport, Southport, Fairfield, Black Rock, with a Short "Side Trip" from Stamford into New Canaan.**

Through the pleasant streets of this charming little Connecticut city of **Stamford** the trolley car starts off, for but the shortest of runs, however. In twenty minutes or so, having shot past many villas and afforded a glimpse of **Shippan Point** on the Sound, but a mile away, its tracks come to an abrupt end. A short stone bridge spanning a narrow stream, the Noroton River, must now be crossed afoot. On its other side, in the town of Darien, the connecting car waits, and thence, though two changes are necessary, it is a straight journey into **Bridgeport**, stepping from car to car.

If time allows there is an interesting "side trip" to be made here, a short pilgrimage into **New Canaan**, six miles to the north and a picturesque country place, twenty minutes in the going, at a fare of 15 cents.

The view from the bridge over the Noroton but starts the exquisite series of New England pictures that are to come before the traveler's eyes. Besides the scenery he has a new interest—he is now beginning to traverse historic Connecticut. These towns along the shore were some of the earliest settlements of New England. All through the Revolution the British rampaged and pillaged through here. But **Darien, Saugatuck, Norwalk** and **Fairfield** were in existence long before those days.

**Norwalk** goes back, as a matter of fact, to 1640. A brisk Connecticut city (rather two cities, **Norwalk** and **South Norwalk**, proud of their manufactures), it does not show its antiquity to the casual observer or to the passer through its main streets, save in the many quaint old cemeteries scattered everywhere in the centers and perched on hilltops. These make the **Norwalks** somewhat interesting places. **Norwalk** is truly celebrated, Washington having written about it in his diary. A stone, easily seen en route, marks the site of the founding of the town, and there is a good red brick Town Hall, built in 1835, that should have a glance.

**Darien**, too, is anciently historic. It is not until **Fairfield** is reached, nevertheless, that the historical climax is capped for this stretch of shore. **Fairfield** is not only one of the most beautiful of Connecticut towns but it is filled with annals of '76.



THE VALLEY OF THE CONNECTICUT.

General Tryon, the Britisher, burned it. The old Benson Tavern was for many a long year a favorite hostelry of the Boston Post Road, and it still stands. Here there are memories of Peter Parley. Katharine M. Abbott, in her little hand-books, has written most entertainingly and fully of these Connecticut towns, and the small pocket volumes are to be had in nearly all the New England book shops. **Fairfield's** Court House was built in 1720, destroyed by the British in 1779, and rebuilt 1794.

There is, too, in this range of towns **Southport**, whose attraction is the extremely fine Pequot Library, with its many rare books on the Pequot Indians. Miss Abbott says: "The Pequots, whose day of power ended on the spot where the Library stands."

From **Noroton** it takes two hours and a half to get into **Bridgeport**, and the fare is forty cents (45 cents from **Stamford Depot**, 25 miles). Much beautiful countryside is passed through, the trolley running along a shady highway, between fields, through quaint villages, with glimpses now and again of the Sound. Be-

sides the points of historic note there is much else to be seen. Following **Noroton** and **Darien** are **Rowayton** and **Roton Point**, the latter on the Sound itself, a splendid and popular pleasuring ground. Then come the **Norwalks**, a continuous, picturesque city for miles. **Saugatuck**, **Westport** and **Southport** are next on the line, and after **Fairfield's** main street is left behind the cars touch **Black Rock**, a district of many fashionable country seats.

## ROUTE 45.

**A magnificent "Side Trip"—up along the Housatonic to Derby and Ansonia out from Bridgeport.**

Noblest of all New England rivers is the **Housatonic**, in its windings from the Sound up to the hills where **Derby** and **Ansonia** stand, at least. Even the far-famed **Connecticut** can bring forward no lovelier series of scenes, and by trolley, in the space of less than three hours, all this may be viewed.

The cars for this **Housatonic** trip of trips start from the railroad station at **Bridgeport**, meeting the cars that have come in from **Noroton**. This is a "side trip" that must, without question, be taken. The "Trolley Explorer" need not necessarily journey all the way to **Bridgeport** by trolley car. He can quite as easily, perhaps more pleasantly (supposing that he is not making the entire Boston trip), go by boat from New York to **Bridgeport**. (See details in introduction to this chapter).

From **Bridgeport** the running time into **Ansonia** is 80 minutes (20 cents fare, 17 miles)

The car goes through **Stratford** (See **Route 46**), past **Pine Rock Park**, a splendid summer pleasure ground with a wonderful view, its buildings all of rustic fashion, through **Shelton** and into **Derby** and **Ansonia**, now a continuous city. These are two of the briskest and most interesting of the manufacturing centers of Connecticut.

These are the most superb views of the valley of the **Housatonic** from the car which runs on the hills above the river the entire distance. The **Jersey** and **Westchester** trips mentioned in previous chapters, those to **Paterson** and **Greenwich** especially, hardly equal this short run in pure scenic beauty.



ECHO BRIDGE, NEWTON, MASS.





PEQUOT LIBRARY, SOUTHPORT, CONN.

## ROUTE 46.

**Out of Bridgeport into New Haven,  
through Stratford, Milford, Woodmont and  
Savin Rock.**

**Bridgeport** dates back to 1637, but for all that it is a modern factory city. A Soldiers and Sailors' Monument is its great sight for the tourist. The trolley traveler who stops there over night will find comfortable hotels, among which the Arcade and the Atlantic may be instanced.

Into **New Haven** from this Sound city it is a 2 hour and 15 minutes run (fare 25 cents, distance 22 miles.) Here there is fast trolleying. A part of the way, from out of **Milford** eastward for several miles the trolley rails are laid directly on the Sound beach, and a superb speed is worked up. The sensation of flying by electric car on the very water's edge is unusual and exciting in a high degree. The run is through **Stratford, Milford, Woodmont and Savin Rock.**

Here is another most extraordinary section of historic Connecticut. So picturesque and beautiful, so full of memories are Stratford

and Milford that it will seem to most people a pity not to get off the car at the "Greens" of each and spend hours in these towns.

The trolley passes along the Street of the Triple Elms in Stratford, trees well nigh 300 years old. This village was founded in 1639, and puts forward to the visitor the quaintest of architecture. In Stratford town among other sights is the Gallows Bridge on which Goody Bassett was hung for witchcraft in 1650. Miss Abbott tells the tale of one Birdsey, who was whipped (under the Blue Laws), because he was seen to kiss his wife on Sunday on his own doorstep.

Milford Green is a paradise of itself. The car skirts it, and as it turns gives a glimpse of the Memorial Bridge, erected a year or so ago, on whose granite piers and balustrade are cut the names and the deeds of the worthies who figured in her romantic and stormy Colonial and Revolutionary history. Milford has many old elms too; it was Wepowagee in the Indian tongue.

Savin Rock is a famous Sound-side resort for New Haven people and for many others.

Five cents can be saved by the Trolley Explorer to Boston if he but passes through **Bridgeport** and does not stop. On the car coming into **Bridgeport** a transfer can be had which will carry the traveler through **Stratford** to **Washington Bridge** at the mouth of the Housatonic.

## ROUTE 47.

**New Haven into Hartford, first by rail to Wallingford—there being a "gap" here—then through Yalesville, Meriden, New Britain, or trolley to Cheshire, then drive to Mildale.**

At **New Haven** the first important "break" in the journey from New York to Boston is met with.

It is true that a local line can be taken at **New Haven** to **Cheshire**, 16 miles to the north, and it is possible to drive over to **Mildale**, 5 miles more, but touring in this direction is bootless, though it has been advised. The objective trolleying point from **New Haven** is **Wallingford**, from which the trolley rails now lead unbrokenly up to **Boston**, 175



ON THE SHORE AT NORWALK, CONN.

miles away. **Wallingford** can be reached readily by train from **New Haven** (12 miles, 25 minutes, fare 25 cents). At the station in **Wallingford** the trolley car to **Meriden** can be picked up.

Going to **Mount Carmel** or **Cheshire** is without purpose. It simply means a long, hard drive of five miles over uninteresting hills, costing at least \$2.00, with perhaps a rig difficult to get.

**New Haven** has many things worth looking at, the chief of them being the buildings of Yale University, chartered as Yale College in 1701. The New Haven "Green" is the most imposing in New England. From the wonderful elms there old Quinnipiac (as it was called originally) gets the title of the "Elm City."

The fine new buildings of the University and the remnant of the old yet remaining must have a few moments given them, no matter what the hurry. There should be a walk over the "Green" (under the Elms) and through the "Quadrangle."

At **New Haven**, for a stop over night, Moseley's and the Tontine can be commended.

**Wallingford** into **Hartford** is a matter of 40 miles by trolley, the road winding interminably through a country by no means unattractive to speed through, however. The journey takes a trifle over three hours, and its cost is fifty cents. The way leads past Yalesville and "Silver-plate" **Meriden**, important in manufacturing annals, then it bends into thinly settled hill and dale country. Tell the conductor of the car into **Meriden** that you are going through and get a "Hubbard Park transfer," thereby saving five cents.

After **Meriden** there is nothing but open countryside until **New Britain** is reached. From **Milldale** (see map) a line will, within a year or so, be extended to **Cheshire** (see above). This is a distance of 5 miles. Then there will be a short trolley run, 20 miles due north, from **New Haven**, connecting with the present road here. These five miles might be bridged by carriage direct, but it would not be advised unless a carriage should be telegraphed for in advance. There is a capital road house at **Cheshire**, Walter Scott's, however, a famous resort for some years past, with a menu ranging from a five cent sandwich to a ten dollar dinner, the Waverly Inn.

At **Meriden** there is the Winthrop, at **New Britain** the Rushwin, at **Hartford** the Alleyn House and the Heublein, all good inns of New England for the trolley traveler to pass a night at. **New Britain** is an attractive town, especially when it is trolleyed into in the early evening. Here cars are changed for **Hartford**, a ten mile run, a ten cent fare.



FANEUIL HALL, BOSTON.

**ROUTE 48.****Trolleying around Hartford.**

There is no city in New England, not even excepting **Boston**, that offers greater possibilities for entrancing little trolley trips of two, three or four hours' duration than does **Hartford**. Beautifully situated, with fine parks and a superb circling of countryside, **Hartford** offers tour after tour.

It would be an excellent scheme for those who are fond of trolleying and want new sights, to take the boat for **Hartford** from **New York** late some afternoon, trolley about **Hartford** the following day and return late in the evening, again by boat, reaching **New York** the second morning (see introduction to this chapter).

The trolleying possibilities of **Hartford** can be but touched upon here, but below are suggestions for trips:

Up the **Connecticut Valley** to **Springfield, Mass.**, en route to **Boston** (see **Route 49**).

To **Manchester**, a great mill town (a splendid trip),  $9\frac{1}{2}$  miles, 49 minutes from **Hartford**, 15 cents.

To **South Glastonbury**, 10 miles, 15 cents, one hour's run. Here is the Hollister House, built in 1675, said to be the oldest wooden house now standing in Connecticut.

To **Farmington**, settled in 1640, where Miss Porter's noted seminary for girls is situated, 9 miles, 15 cents.

To **Lake Compounce** (a famous pleasuring ground),  $20\frac{3}{4}$  miles, 28 cents, or  $22\frac{1}{2}$  miles, 31 cents, 2 hours' run.

Very full details in regard to these and other tours about **Hartford** and in fact all over Connecticut, etc., with much historic information, capitably arranged, is to be found in the admirable little handbook, "Trolley Trips Through Southern New England," by White and Warner, Hartford, Conn., price 10 cents, which should be purchased en route as a supplement to this volume.



SOUTH GLASTONBURY, CONN.

All the cars of **Hartford**, over one hundred an hour, pass in front of the "Square," which goes back to 1637. The City Hall, once the State House, was built in 1794. Two points of notable interest are the Centre Church (1807), with its old burying ground (1640), and the white marble State Capitol standing in Bushnell Park. There is a famous Memorial Arch likewise, and along by way of Farmington avenue is Hartford's literary centre where Mark Twain, Charles Dudley Warner, Harriet Beecher Stowe and William Gillette long lived.

In Hartford bicycles, Colt revolvers and Gatling guns have been famous products of manufacture.

## ROUTE 49.

**In the Connecticut Valley. Hartford to Springfield, through East Windsor Hill, Warehouse Point, Enfield, Long Meadow.**

Until quite recently there was a "gap" between these two cities, but recently this has been filled, and the Explorer can now make his way from Connecticut's State Capitol into Western Massachusetts without delay, in the very finest trolley cars in the East, each handsomely plush seated, a genuine railroad car for comfort, each with a glassed-off smoking compartment in front.

But what is more than this, the way is indescribably lovely. From **Hartford** into **Springfield** is close to 80 miles; its fare is 30 cents. The trolley running time between the two cities is 2 hours and 20 minutes. This summer it is to be reduced to 1 hour and 50 minutes.

First there come the great elms and "street" of **East Hartford**, then through a beautiful country the trolley road stretches, the superb Connecticut much of the time in view. Just after the State line is crossed the town of **Long Meadow** begins, an immensely wide highway bordered by old houses, this continuing for two miles and more, a lawn in its centre, smooth cropped, overhung by ancient trees, the trolley track in its midst, the rails half hidden by grass; finally the valley of the Connecticut again, approached suddenly, seen in all its glory from the hill-tops, with the roofs of Springfield in the distance, a panorama of scores of miles ahead, magnificent in the sunshine of an afternoon.



OLD DOOR,  
EAST HARTFORD.



FAIRBANKS HOUSE, DEDHAM

There is nothing else in trolleying like unto this, a never-to-be-forgotten picture.

Many a point on the way arouses attention. **South Windsor**, just beyond **East Hartford**, was the homestead of Roger Wolcott. About here nowadays much tobacco growing is going on. All through this long "street," especially about **Enfield** and **Long Meadow** are colonial man-

sions, enviable in their unrestored architecture. This Connecticut land is many a long year old. You are in New England's very heart.

**Thompsonville**, a step further than **Enfield**, is the greatest town of carpet manufacturing in this country. The old homesteads of **Long Meadow** are all but perfect. It is said that when permission was given the trolley company to lay their tracks through the lawn of this wide street alongside of the roadway, the condition was made that the turf should be kept in perfect condition between the rails. The trolley people have kept the pledge.

## ROUTE 50.

Springfield, and a "side trip" from Springfield to Holyoke, Mount Tom and Northampton, then to Williamsburgh at the foot of the Berkshires.

**Springfield** will ever have a warm place in the memory of trolley travelers, because of the beauty of the approaches to it and the exits from it. Historically all this valley is crowded with reminders of the savage Indian, King Philip, and the cruelties of his war. The Court Square of Springfield is an ancient place. This is one of the most bustling of New England cities, and the latter day residences on its outskirts are delightful. The journeyer may not wait over here, perhaps, but he should walk about between cars; better yet rest for a few hours and dine at the Worthy House.

As indicated above, there are some admirable trolley "side trips" out of **Springfield**. The road to Boston runs to the East, these

"side trips" are to the West. One is to **Holyoke** by way of **West Springfield—Holyoke**, that splendid water power city, wherein everything is made, paper especially—and to **Mount Tom**.

**Holyoke** is 50 minutes away, 10 miles, 10 cents. **Mount Tom**, the most famous mountain in Western Massachusetts, 4 miles further, 5 cents additional (half an hour). **Mount Tom** should be climbed, by a connecting trolley car, for its view. From **Holyoke** also one can trolley to **Northampton**, where college girls abound and Novelist George W. Cable lives (10 cents), and from **Northampton** to **Williamsburgh** at the foot of the **Berkshires** (one hour, 10 cents), or to **Amherst**, of great renown (seven miles away).

In **Springfield** there is the historic United States Arsenal, devoted to the manufacture of small arms. This can be visited on application to the commanding officer. It is a wonderful place. These buildings are passed on the route to Boston (Route 51). Ask the trolley car conductor.

## ROUTE 51.

The Last Stage into Boston. From **Springfield** over the mountains into **Ware**. There is no longer a "gap" at **Ware**, cars now running from here to **West Brookfield** and thence through **Spencer** and **Leicester** into **Worcester**. From the latter point, though the old route of last year may be taken, it will be best for the tourist to board the new high-speed trolley cars direct into **Boston**. 40 miles, 2 hours.

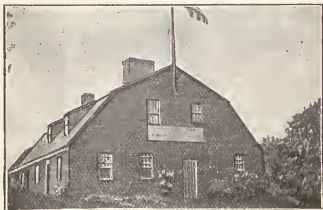
It is about two hours from **Springfield** to **Ware** (cost 20 cents), and from **Ware** to **Worcester** something like  $2\frac{1}{4}$  hours more (40 cents additional), through a country not particularly interesting, save between **Ware** and **Springfield**. **Indian Orchard**, **Ludlow**, **Palmer**, **West Warren**, **Warren**, **Brookfield**, **East Brookfield**, **Spencer** and **Leicester** lie along the route. Unless **Springfield** is stopped at for the night good accommodations can be had at **Ware**.

**Worcester** is one of the attractive cities of New England, and its public square is interesting. The trolley traveler will not, however, find it worth while to stop over here, as he might very profitably in **Hartford** or **Springfield**.

The High Speed line, **Worcester to Boston**, runs very largely over a private right of way, and is planned to be a trolley road of the highest type yet reached in America. The building of this is the beginning of the making of **Worcester** into a great trolley centre. Another High Speed electric road is to extend across from **Worcester to Hartford**, a third from **Worcester to Providence**. It is understood that the **Boston-Worcester** line will be in shape to carry the earliest spring travel without delay.

The journey over the new road will be two hours in length, 35 cents, 40 miles. The steam railroad is to be competed with for frequency and convenience of traffic. The points touched will be: **Worcester, Shrewsbury, Northboro, Hudson, Westboro, Southboro, Marlboro, South Framingham, Framingham, Natick, Wellesley, Newton and Boston**.

As an alternative, taking over four hours instead of two, the old route of last year is given from **Worcester**. To **Marlboro**, through **Northboro**, 15 cents,  $16\frac{1}{2}$  miles,  $1\frac{1}{2}$  hours; to **South Framingham**, 10 cents, one hour; to **Natick**, 10 cents. Here is a choice of routes. By way of **South Natick, Needham, West Roxbury, Forest Hills, Roxbury** and Elevated into the **Boston Subway**, 15 cents, 2 hours. The second route is through **Wellesley** and the **Newtons**,  $1\frac{1}{2}$  hours into the **Subway**, 10 cents, the more attractive run—in **Natick** there is a walk of three blocks to the Newton car.



OLD JAIL (1653), YORK, MAINE, REACHED BY TROLLEY FROM BOSTON.



# About the Hub

## ROUTE 52.

### Suggested Trips Around Boston.

Around **Boston** there is many a fine trolley trip. All lines start in **Boston Subway** under **Boston Common**. At the end of **Route 51** two lines are mentioned out to **Natick** that are fine ones. Other possible trips are:

Through the **Mystic Valley**, boarding a **Medford** car. Through **Charlestown** over **Winter Hill**, **Medford**, **Winchester**, **Woburn**. This trip could be extended to **Nashua**, New Hampshire, taking **Lowell** in on the way. Return from **Winchester** by way of **Arlington** and **Cambridge**.

Out to **Concord** via **Lexington**, perhaps the most historic of trips.

To **Plymouth**, 4 hours and 46 minutes, 65 cents—into "Pilgrim Land." Take car to **Milton Lower Mills**.

To **Portsmouth**, **Kittery**, **York**, up into **Maine**. An 85½ mile tour into **York Beach** from **Boston**, costing \$1.10, taking 7 hours and 36 minutes.

This is one of the most beautiful trolley trips in the country. **York** is full of quaint buildings, including a jail of much and notable interest.

Along the South Shore through **Quincy**, **Hingham** and **Nantasket**. Take car marked "Neponset Bridge."

Along the North Shore to **Gloucester** (a **Boston** and **Lynn** car), past **Chelsea**, **Lynn**, **Nahant**, **Swampscott**, **Marblehead**, **Salem**, **Beverly**. Beyond **Gloucester** to **Pigeon Cove**. A view of the coast and the **Isles of Shoals** and the mountains of **Maine** that is surpassing.



BETSEY WILLIAMS' HOUSE,  
PROVIDENCE.

# Through Rhode Island

## And Boat Connections.

There are two excellent roads into **Providence** from **Boston**, and a line from **Providence** to **Fall River**.

### ROUTE 53.

**Boston to Providence by way of Forest Hills, Dedham, East Walpole, Walpole, Mansfield, Norton, Taunton.**

Into **Providence** by way of **Dedham** is an agreeable bit of journeying through Eastern Massachusetts and an admirable return from **Boston**. It is a run of close to 7 hours, through attractive countryside and towns, past **Forest Hills, East Walpole, Walpole, Dedham, Norwood, Mansfield, Norton** and **Taunton**. Fares 75 cents. Take Huntington avenue car, **Boston Subway**.

### ROUTE 54.

**Boston to Providence or to Fall River and Newport, by way of Quincy, Braintree, Brockton and Taunton.**

An alternative route to the above, a little shorter in time, through **Neponset, Quincy, Braintree, Brockton, Taunton** to **Fall River**, 58 miles, 5½ hours, 78 cents fare; to **Newport**, 76 miles, 7¼ hours, \$1.08 fare.

### ROUTE 55.

**Providence to Fall River and New Bedford.**

A short "electric train" journey, 20 cents. Pleasing water views along the line. From **Fall River** a trolley car can be taken into **New Bedford**.

*NOTE.*—From Providence or Fall River the night boat should be taken into New York, and the traveler should dine aboard. The best "liners" make the cost of this night's travel about four dollars a person, including stateroom, but not including dinner or breakfast. On the cheaper boats this expense can be reduced very materially, however. Consult daily papers.

## New York to Philadelphia

### ROUTE 56.

**New York into Philadelphia. Through Route by trolley now possible, via Newark, Elizabeth, New Brunswick, Trenton, Camden.**

On the way to **Philadelphia**, starting from **New York**, **New Brunswick** is the first objective point. This is about 4 hours and 30 minutes distance, and must still be reached in rather a roundabout way, through **Newark, Elizabeth, Plainfield, Bound Brook**. Follow **Route 1** and refer to pages 12-18.

At **New Brunswick** the new High Speed road straight to **Trenton** begins. This run is 26 miles (single fare 45 cents, round trip 80 cents). The time is 1 hour and 15 minutes to 1 hour and 30 minutes and cars run on 1 hour headway, and will run more frequently on Sundays and holidays throughout the season. The road is practically a straight one throughout its entire length, and passes through a fine farming country, interspersed with tracts of woodland. It is built on a private right of way, and the cars are large and roomy, of centre aisle and cross seats.

This line fills up the gap between **New York** and **Philadelphia** of last year. From **Trenton** a trolley line may be taken direct to **Camden** (across the river from **Philadelphia**, ferry 3 cents). The trolley fare is 50 cents, the distance 36 miles, the time  $2\frac{1}{4}$  hours. All these connections are direct. The cars from **Trenton** to **Camden** are operated 30 to 45 minutes apart. At **West Palmyra** cars must be changed, and there is a walk across the railroad tracks. This will be very shortly remedied, however.

The fare between **New York** and **Philadelphia** is now lowered to \$1.53. Time occupied for trip about 8 hours and 30 minutes, including ferries, both cities. Allow another half hour for changing cars.

From **Trenton** trolley possibilities worth looking into (across the Pennsylvania line) are to **Yardley, Newtown, Bristol, Doylestown, Mauch Chunk**. Also, **Princeton, N. J.**

## On Staten Island.



**T**HOUGH its trolley roads cover but a small portion of the island, not as yet touching the southern section at all, they admit of interesting even if brief rides and in several cases little trips of great beauty. On them superb views may be had of the Bay and the Kills and glimpses of the interior of the island.

All are approached by the ferry to **St. George** from the foot of Whitehall street. Cars may be taken from **St. George** to anywhere on Staten Island. Any point may also be reached by ferry from **Bergen Point** and from **Elizabethport** (see **Route 1 [Elizabeth]** and **Route 8.**)

Staten Island has not a little of Colonial memory, but little that is historic remains to-day. Its trolley charm is a scenic one.

### ROUTE 57.

**St. George to Holland Hook and Howland Hook (ferry to Elizabethport and thence to Elizabeth and beyond), through New Brighton, Sailors' Snug Harbor, Livingston, West New Brighton, Port Richmond (ferry to Bergen Point and thence to all parts of Jersey), Mariners' Harbor.**

A little trip of six and a quarter miles, taking 45 minutes (fare 5 cents) along the Bay and past **Bergen Point**, then along the lower shores of Newark Bay. A prepossessing journey along the water. The fare from New York (ferry at the Battery) to **St. George** is 5 cents. The points passed through are **New Brighton, Sailors' Snug Harbor, Livingston, West New Brighton, Port Richmond**—ferry to **Bergen Point** (5 cents across)—and **Mariners' Harbor**. At **Howland Hook and Holland Hook** on the Kills there are ferry connections with **Elizabethport**.

## **ROUTE 58.**

**St. George to South and Midland Beaches and to Richmond, through Tompkinsville, Stapleton, Clifton, Rosebank, Fort Wadsworth and New Dorp.**

This excursion offers, in the time of one hour, if all connections can be made, a splendid series of pictures of Staten Island's South Shore, New York's Upper and Lower Bay and Narrows, **Fort Wadsworth**, and the ever popular beaches, **South and Midland**, and thence across into the country by way of **New Dorp** into the island's very centre, along a charming rural road, into **Richmond**, the sleepy county seat of the old island, where it seems as if civilization had scarcely penetrated.

This trip runs over portions of four lines, and its journey of  $9\frac{1}{4}$  miles will cost at least 15 cents, probably 20. Cars will have to be changed, probably at **South Beach** for **Midland Beach**, and at **Grant City** (here taking the Richmond car). A 5 cent return trip is possible from **Richmond** to **St. George** direct (see **Route 59**). But the combination route given here is far preferable since it includes bay and country-side views.

The road skirts the Bay much of the way down, passing **Tompkinsville, Stapleton, Clifton, Rosebank, Fort Wadsworth** and **Arrochar**. **South Beach** and **Midland Beach** are interesting. At **Grant City** a train could be taken to **Tottenville**, and thence a ferry to **Perth Amboy** (See **Route 1**, near end). The country about **Richmond** is delightful.

## **ROUTE 59.**

**St. George to Midland Beach and Richmond, through Tompkinsville, Garretson, Grant City and New Dorp.**

This direct line,  $7\frac{3}{4}$  miles long, 45 minutes, 5 cents, has been alluded to in **Route 43**. It has no especial advantages except its shortness. The water trip (**Route 58**) is far preferable.

**ROUTE 60.**

**St. George via Richmond Turnpike  
and Clove road to Port Richmond.**

Since last summer this route has been practically made into two lines. Some of the cars run along the Richmond Turnpike to **Clovena** on the **Clove road**, others keep on the old tracks around by **Concord**. **Tompkinsville, Clovena, Castleton Corners, Prohibition Park** and **Westerleigh** are points touched by both lines. **Silver Lake**, the new Staten Island Park, is on the first named line. The Clove road is very fine scenically.



SCENE ON TROLLEY ROAD, POUGHKEEPSIE TO NEW PALTZ, N. Y.

## Other Near-by Trolley Roads.

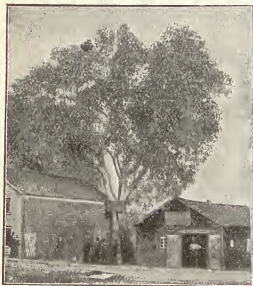


NOT connected with any of the preceding systems there are yet a half dozen famous trolley trips that might well be taken if opportunity should come. All lead through fine sections of country that can be seen better this way than in any other.

### ROUTE 61.

**From Albany to Caldwell on Lake George and Warrensburg on Schroon Lake. A branch to Ballston Spa and Saratoga.**

Seventy-one miles from **Albany** into the **Lake George** country and touching the **Schroon** country, with a side trip into **Saratoga** and



"THE SURRENDER TREE," ON TROLLEY TO LAKE GEORGE.

over the historic **Saratoga** battle ground, does this electric line run. The single fare over it from **Albany** to **Lake George** is \$1.25, and the time consumed in making the trip about 5 hours. The line runs through **Watervliet** and **Cohoes**, **Waterford**, **Lansingburgh**, **Troy**, **Mechanicville** (here branching to **Round Lake**, **Ballston Spa**, **Saratoga Springs** and **Saratoga Lake**), **Schuylerville**, **Fort Edward**, **Sandy Hill**, **Glens Falls**,

**Caldwell, Warrensburg.** The cars are heavy, handsomely appointed, and all have smoking compartments forward. The cars of the Hudson Valley Railroad Company should be inquired for in Albany.

This country is rich in picturesqueness and historic traditions. The cars run, for part of the way, along the old military road from Fort Orange (Albany) to Canada. Up towards Schuylerville marched in Colonial days the warriors of the Five Nations. Close by here was the Revolutionary battle of Bemis Heights, in 1777. Near here, also, Fort Saratoga was surprised and Captain Philip Schuyler massacred. The old Schuyler Mansion is still standing. Too, there is the spot, marked by a great tree, where Burgoyne surrendered to Gates, and a monument whose cornerstone was laid in 1877.

Fort Edward was the scene of many frontier romances, and its life as a trading post began in 1709. All through this region there is a vast amount of history to be pleasantly unearthed.

At Glens Falls is Uncas' and Deerslayer's cave ("The Last of the Mohicans"). Above the village is Bloody Pond (French and Indian War in 1755).

## ROUTE 62.

### Albany to Hudson.

New York connection with **Albany** is far from complete by trolley. An electric road runs, however, down to **Hudson**.

It is one of the very finest of trolleying trips, and many people have journeyed to Albany for the express purpose of taking it. A 30-mile journey, it makes a famous jaunt of an afternoon, and leads through a grand bit of the Hudson's valley. Much beautiful scenery is on every hand. Points passed are **Castleton, Scho-dack, Kinderhook** of historic note. The Catskills loom up across the river. Half way to Hudson from Albany is a lake with a miniature high-class Coney Island upon it, including a summer theatre.

## ROUTE 63.

### Sing Sing (Ossining) to White Plains.

This line is well under way from the point of building, but it is impossible to say when it will be in operation, hardly at any time this year. A very important link, however, of the near future.



**ROUTE 64.****Danbury, Conn., to Sing Sing.**

Eventually to link the Connecticut systems and the Hudson. Its first "piece" will be **Danbury** to **Golden's Bridge, N. Y.**, 14 miles. 12 miles have already been graded. Then it will come down to **Pleasantville**, 13 $\frac{1}{4}$  miles more. Not a possibility for at least a year.

**ROUTE 65.****Poughkeepsie over the railroad bridge  
across the Hudson to New Paltz.**

One of the most charming of electric road trips. The view after leaving **Poughkeepsie**, from the bridge over the Hudson, is superb. From the west side of the river the line runs through a fine rural region. Fare 25 cents, excursion, 40 cents. Time, 50 minutes to an hour.

**ROUTE 66.****New York to Portchester.**

A through line, operating rapid electric trains, on four tracks, that has been planned. Construction not started yet because of litigation. The plans include a road, 24 miles long from the eastern end of the underground system to the Connecticut State line. It will be twenty-four miles long, with stations at One Hundred and Seventy-seventh street, Mount Vernon, Pelham, New Rochelle, Larchmont, Mamaroneck and Port Chester. A maximum speed of sixty-five miles per hour is promised. Fares, one-third ordinary railroad fares. No grade crossings.

## Through Trolley Lines of the Country.



HAT was said a year ago under this little chapter heading can only be accentuated. Trolley lines are building everywhere, and through, High Speed lines are the cry. Elsewhere, the high speed lines out of **Worcester, Mass.**, have been spoken of, and the new line over Central New Jersey, closing the "gap" between Trenton and New York. Another line of this order is to be built connecting Schenectady with Albany and Saratoga.

There has been no progress through the year, however, in trolley lines creeping up the Hudson, and little in trolleying across New York State. The prophecies of rapid buildings connecting the big New York State cities have not been fulfilled. The "gaps" continue to remain open.

Nor is Chicago reached from Cleveland by trolley. The trolley mileage throughout the country has none the less been enormously added to. Ohio still holds pre-eminence as the great trolley State.

# Important Trolley Trips.

FROM NEW YORK TO	DISTANCE,	FARE,	TIME TAKEN		PAGE
	MILES.	CENTS.	HRS.	MIN.	
Flushing, L. I.....	7 $\frac{1}{4}$	5		40	40
Jamaica, L. I.....	12	5	1	04	41
Far Rockaway, L. I.....	22	15	1	47	43
Rockaway Park, L. I.....	26	15	2	05	43
Mount Vernon, N. Y.....	8 $\frac{1}{4}$	5	1	..	50
White Plains, N. Y.....	22 $\frac{3}{4}$	15	2	19	65
Yonkers, N. Y.....	13 $\frac{1}{4}$	10	1	20	57
Tarrytown, N. Y.....	29 $\frac{1}{4}$	20	2	56	65
Larchmont, N. Y.....	14 $\frac{3}{4}$	10	1	36	63
Greenwich, Conn.....	27 $\frac{1}{4}$	25	2	50	63
Paterson, N. J.....	20	20	1	30	24 28
* Hackensack, N. J.....	7 $\frac{1}{2}$	10		40	28
Newark N. J.....	8	10		48	11
Elizabeth, N. J.....	15	15	1	18	13
Perth Amboy, N. J.....	38 $\frac{1}{2}$	35	3	22	16
Plainfield, N. J.....	29 $\frac{1}{2}$	30	2	33	17
New Brunswick, N. J.....	51 $\frac{1}{4}$	55	4	38	17
Montclair, N. J.....	14	16	1	33	21
Englewood, N. J.....	7	10		40	28

NOTE.—This time does not include the time lost in making connections.

\* From Edgewater, opposite 130th Street, New York City.



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*Do you know it well?*

It is Long Island now; but the old and picturesque  
settlements founded while it yet retained its  
ancient name, still stand, and as relics  
of its history it still contains the  
Colonial homes and quaint  
Dutch homesteads built  
generations ago.

LET US SHOW THEM TO YOU IN

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To these, and to other places of interest and pleasure  
at **NORTH BEACH, CONEY ISLAND, MAN-**  
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All deposits made on or before the *tenth* days of January and July, and the *third* days of April and October, will draw interest from the *first* of these months.

### ONE DOLLAR WILL OPEN AN ACCOUNT

*Interest* is allowed on all sums from \$5 to \$3,000, and is credited to the depositor's account in January and July of each year, and if not withdrawn will also draw interest from the first of these months, just the same as the principal. You are thus receiving compound interest on all your money.

Offen täglich (ausgenommen Sonntags und an gesetzlichen Feiertagen) von 9 Uhr Morgens bis 4 Uhr Nachmittags, und Montag Abends von 7 bis 9 Uhr. Samstags nur bis 12 Uhr.

Einzlagen von \$1 bis \$3,000 werden angenommen.

All Einlagen, welche an oder vor dem 10. Januar und 10. Juli, und dem 3. April und 3. Oktober gemacht werden tragen Zinsen vom 1. solcher Monate an.

### Mit einem Dollar kann ein Conto eröffnet werden.

Zinsen werden erlaubt auf alle Summen von \$5 bis \$3,000 und werden im Januar und Juli gutgeschrieben, und wenn solche nicht gezogen werden, tragen dieselben auch Zinsen vom 1. Januar oder 1. Juli an, ebenso wie das Capital. Depositoryen bekommen demnach Zins auf Zins für ihr ganzes Geld.

# New York World's Fair, Luna Park, The Heart of Coney Island



New York World's Fair is the most remarkable practical illustration of the importance of the Metropolis that has up to now been seen. Unlike the International Expositions erected in Paris, London, Buffalo or St Louis, where these immense structures come and go within a few months, New York World's Fair represents the expenditure of more than a million dollars, covering twenty-two acres of permanent palaces, illuminated by over two hundred thousand electric lights, with a hundred and thirty-two electric illuminated towers and turrets.

## NEW YORK WORLD'S FAIR

Is a Permanent Exposition to Be Held  
From May to October at Luna Park,  
the Heart of Coney Island.

New York City, with its twentieth century ideas, is unlike every other city in the world. So it is strictly in keeping with this spirit that New York World's Fair, which is to open on May 2, should be a permanent institution, instead of being operated for but a few months, as is always the case with these International Expositions.

Unlike any other Exposition is New York World's Fair because—

It will be the first World's Fair built entirely upon spectacular lines.

The first to invite all its visitors to leave all dull care behind.

It will be the first Exposition which presents the original productions in all its amusement devices.

The primary object of the New York World's Fair is to provide amusement and recreation for the many, eliminating the classic programmes and the tedious six mile walks through labyrinths of commercial exhibits of which their like and better can be found in everyday New York.

**First World's Fair to Increase Government Offers.**

Being a private enterprise, it has not asked for government and municipal appropriations, therefore, will be the first World's Fair to increase instead of decreasing the government coffers.

New York World's Fair will present an international amusement exposition, encouraging all that is gay and cheerful, light-hearted and entertaining; designed to combine all the spectacular and pleasing features of a World's Fair, with Grand Courts and Avenues, splendid Canals and Lagoons and electric illuminations that will surpass those of the late Pan-American Exposition. This exposition of the world's greatest amusement features will cover an area of twenty-two acres within the limits of Greater New York at its seashore.

## Light and Gay, Quaint and Curious.

When expositions, which in the last analysis are but universities upon a magnificent scale, were first instituted, comparatively little attention was paid to the light and gay aspects of life, to sports and amusements, as that word is usually understood, or to illustrations of the quaint and curious customs of the various peoples of the earth. But as Exposition followed Exposition, and their managers profited by experience, it became evident that they could be made to pay much better when the amusement features and the joyous and gay side of their character were made prominent, and that in bringing these to the front there was no detraction from the educational influence exercised by the Exposition as a whole. Thus, the Midway became a recognized feature of the great Expositions, and from a mere side show it grew into a splendid aggregation of the quaint and curious, the novel and exciting, the weird and mysterious, the fantastic and picturesque, the strange and marvelous things brought from all quarters of the globe.

## Strange Fascination in the Midway.

Visitors to the various World's Expositions found a strange fascination in the Midway, in the seeming confusion, the grand medley of tongues, music, architecture and customs, in the weird, mysterious illusions and the various make believes for boys grown tall.

No great enterprise should be undertaken to represent the broad field of human activity and emotions without making conspicuous the light and gay, and here marks the failure of many Expositions. A management imbued with the idea of a classic design and impressed with the dignity of the undertaking have taken themselves too seriously and their project becomes grave and serious likewise.

The last Exposition, the Pan-American at Buffalo, was a world's teacher to at least this extent. It was demonstrated that the visitors wanted to be amused and not have education forced upon them.

Figures prove these conclusions. Prior to MIDWAY DAY the average attendance at the Pan-American was 30,000. Midway Day brought the record attendance of 106,000.



# New York World's Fair

## Electrical Illumination of Luna Park sets a pace that will be hard to follow

A veritable electrical Eden has captivated the entire city and her visitors. New York is accustomed to things beautiful, but until this summer had never had her share of what Paris started, Buffalo patterned after, and New York perfected. This beauty spot, which is well worthy of many miles of a trip to see, is a night scene at New York World's Fair, which unlike most Expositions, is not here to-day and gone on the morrow, but is a permanent amusement wonderland at Luna Park, the ideal development of the Heart of Coney Island.

Exquisite as is the color schemes of these multitudinous terraces, Fore Courts, Court of Honor, and promenades, in the hours of natural light, it is at night when one is so thoroughly imbued with the idea that it is in reality but a dream with the scene laid in "A Realm of Fairy Romance."

Directors General Thompson and Dundy have indeed perfected the science of electrical illumination that is a pleasant surprise to the New Yorker, who is accustomed to bewilderingly beautiful displays.

Two hundred thousand electric lights is the claim that is made for the service, but when one gets among them it seems as though as many million white heated films encased in globes of all manner of shapes and forms are there to dazzle and mystify. It is almost bordering on the reckless, for when a comparison is made with the effects produced by light at any of the Expositions in Paris, Chicago or Buffalo, Luna Park is truly the grandest of all.

Chief of Electricity, Mr. Hugh S. Thomas not only went heart and soul into the original plans for this wonderful display, but used the experience of other World's Fairs to help transform the Heart of Coney Island into a dazzling spectacle.

Of course the two hundred foot Electric Tower is the most imposing of all the towers and turrets that rise majestically from the many architectural beauties, but one has not to look up to see this wondrous beauty, for electricity has been worked with marvelous ingenuity into cascades which are in the shadow of the Yosemite; fountains which mark the division of the Fore Court and the Court of Honor, and in and around the very tree roots in the bowels of the earth cry out in sweetest music, "Rest, tired eyes. Peace, worn-out minds. Begone! Dull Care, for this is the electrical Arcadia."

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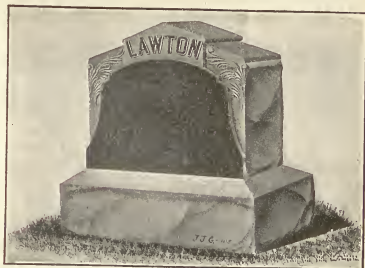
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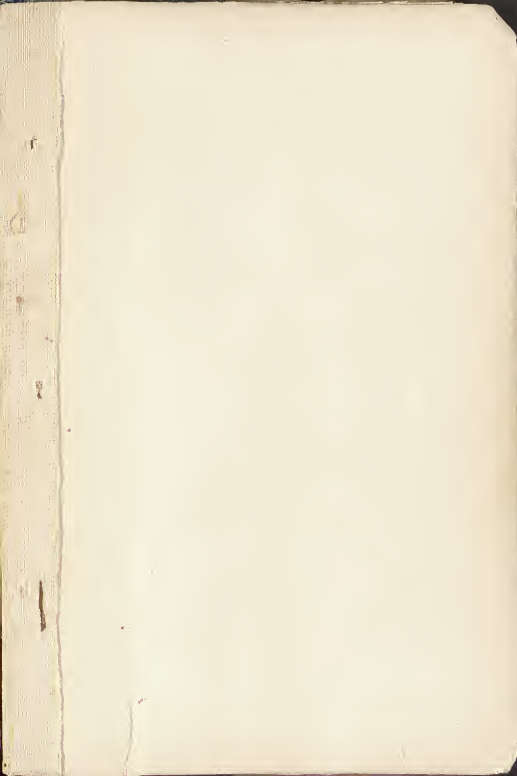
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